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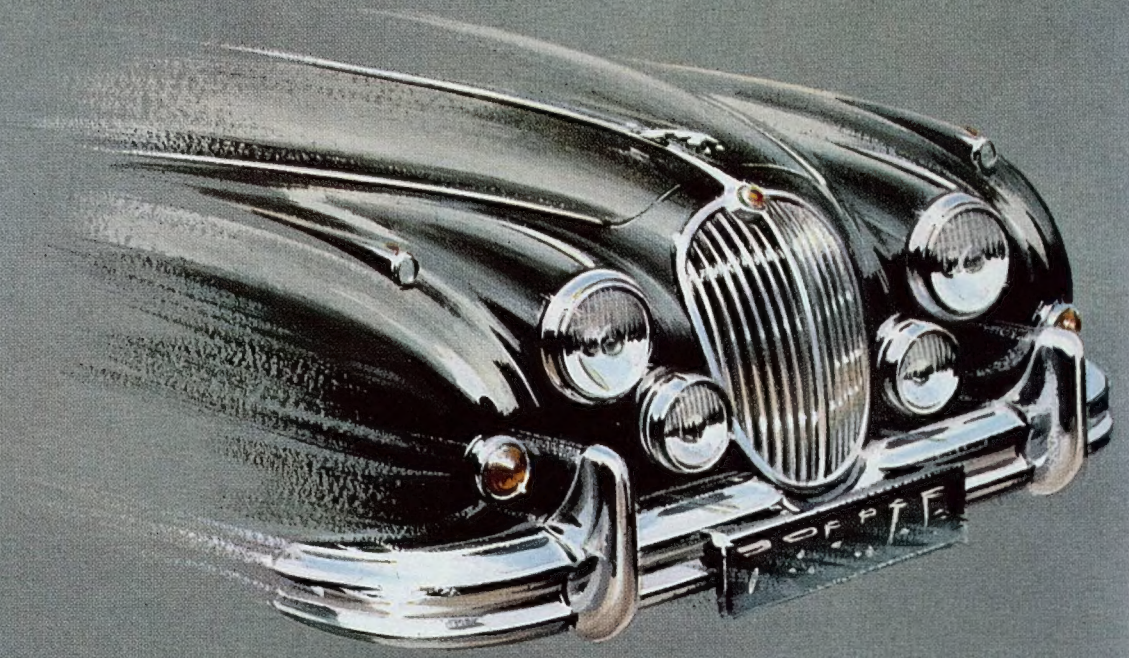

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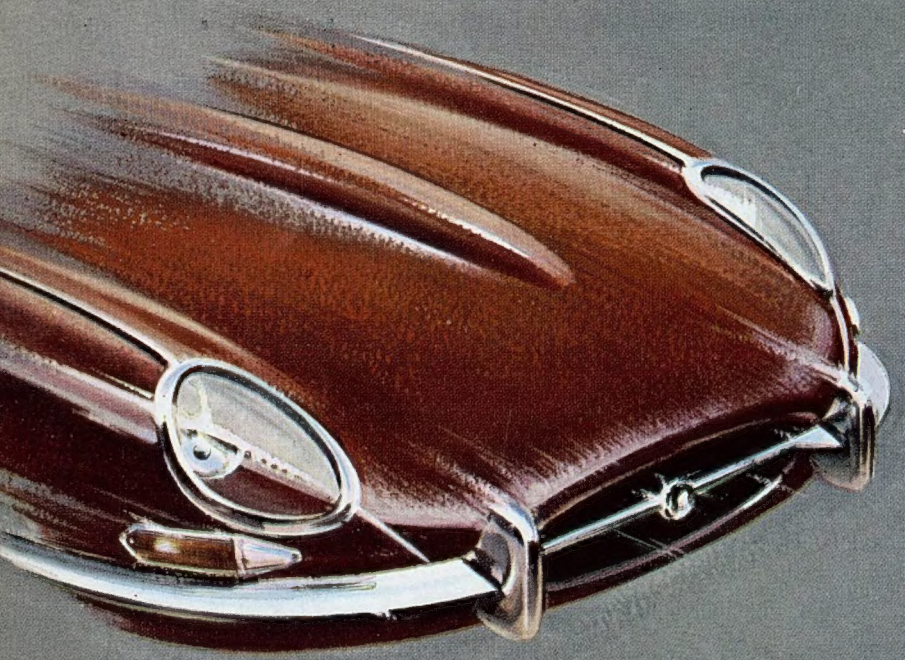

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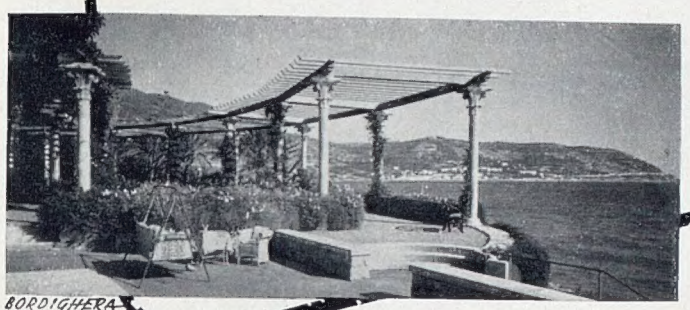

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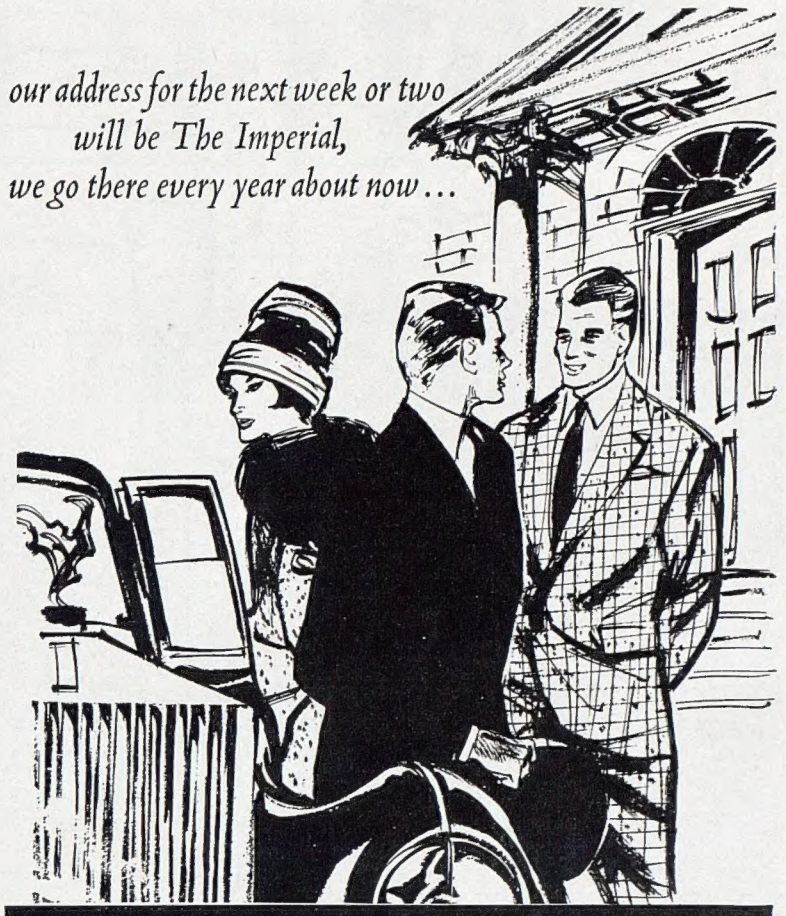

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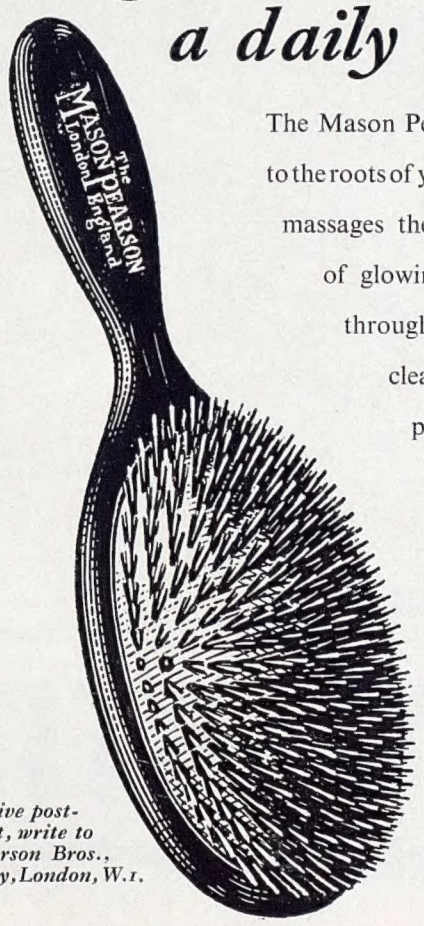

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Volume CCLII No. 3267

LONDON, January 12, 1963

THE SPHERE

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AN ARCTIC NEW YEAR

A snow-plough bulldozes its way through deep snow on Westerham Hill in Kent. It was clearing a road at the end of last week which had been totally impassable for days. Kent, with other counties in South and South-West England, bore the brunt of the renewed blizzards and snow last week. Much of an area south of a line drawn from Pembrokeshire to the Wash was blocked to traffic for some time—isolated villages were cut off for days. Professor Gordon Manley, Professor of Geography at Bedford College, London University, said the snowfalls over Southern England were the worst for 82 years. He went on that in the hundred years for which reliable records were available the only worse year was 1881. Then on the notorious Black Tuesday in January there were, for instance, 15 ft. drifts in Oxford Circus. Although at the end of the week conditions improved slightly in London and parts of the South-East and East Anglia, conditions were exacerbated by fears of floods and fog. Unofficial work-to-rule and overtime bans by power station workers brought electricity blackouts in parts of London

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BRITAIN IN THE GRIP OF SNOW: On the A34 near Woodstock, Oxfordshire, heavy traffic makes slow progress on this snow-bound main road

NEWS SUMMARY

No "Happy New Year" from Pekin; new Russian demands over Berlin; towards a multilateral NATO deterrent; the deciding round in Brussels; a plot foiled in Peru

International: Russia's New Year greetings to China (see p. 50) were not reciprocated. An article published in all newspapers in Pekin spoke of a "serious ideological struggle . . . the struggle of the Marxist-Leninists against the anti-Marxist-Leninists." The latter term was clearly meant to refer to Mr. Khrushchev and his associates, although no names were mentioned. They were also abused as "modern revisionists" aiming at restoring capitalism.

Despite Mr. Khrushchev's expression to America of a desire for peace, the New Year found him also in an apparently bellicose mood. A broadcast from Moscow last Sunday declared the Berlin problem must be settled "without delay." The problem was "pushing the world to the brink of war" and creating "a dangerous war situation in the heart of Europe." Mr. Khrushchev is due in Berlin next week for the East German Communist Party's Congress.

Animosity in some circles in the West to President Kennedy's New Year survey of the world scene died down when his remarks were seen in their proper context. He was reported from Palm Beach as having said he would exert stronger leadership over the West's policy even at the risk of offending some of the allies. Examination of the full transcript of his remarks, made to White House reporters who had followed him to Florida, showed that he had not implied this at all. Indeed he had expressed great understanding of the importance attached by the British to the clause in the Nassau agreement allowing them to use Polaris missiles unilaterally should their supreme national interests be at stake.

Over the weekend at Palm Beach Mr. Kennedy had discussions with Mr. Dean Rusk and Mr. Thomas Finletter, U.S. Ambassador to NATO, regarding the Anglo-American proposal for a NATO multilateral nuclear force, agreed at the Nassau talks. It was expected details would be announced later this week.

Common Market: During January, the British Government is making its major effort to settle terms for entry into the Common Market. Mr. Heath, the Lord Privy Seal, began three weeks' intensive bargaining last Monday when Dr. Schröder, the West German Foreign Minister, came to Britain for talks with British Ministers. This initiated a new round of bilateral discussions with Ministers of the Six. Mr. Soames, the Minister of Agriculture, went to Brussels to attend meetings of the special fact-finding committee designed to complete preparations for Ministerial discussion of the major issue of British agriculture and the transitional arrangements for switching over to the Common Market farm system. This is to be followed by the first of two major Ministerial meetings between Mr. Heath and the Foreign Ministers of the Six.

In London, most of the speculation about the course of the negotiations concerned political aspects. It was taken that Dr. Schröder's visit indicated that the powerful faction in the German Government which supported British membership was in the ascendant. News from Rome gave a hint that the Italian Government might consider special measures to avert what was called a Paris-Bonn axis by seeking bilateral arrangements between Italy and Britain.

Great Britain: Unofficial reports last weekend indicated that unemployment might rise to 650,000 by mid-January (2.9 per cent. of all employees). This figure would be the highest January percentage of unemployment since 1941. It was thought likely that a Bill to increase unemployment and sickness benefits would go before Parliament. In a further attempt to stimulate industrial production, Mr. Maudling, the Chancellor of the Exchequer, last week announced purchase tax cuts on, among other things, radio and television sets, and reduced Bank Rate.

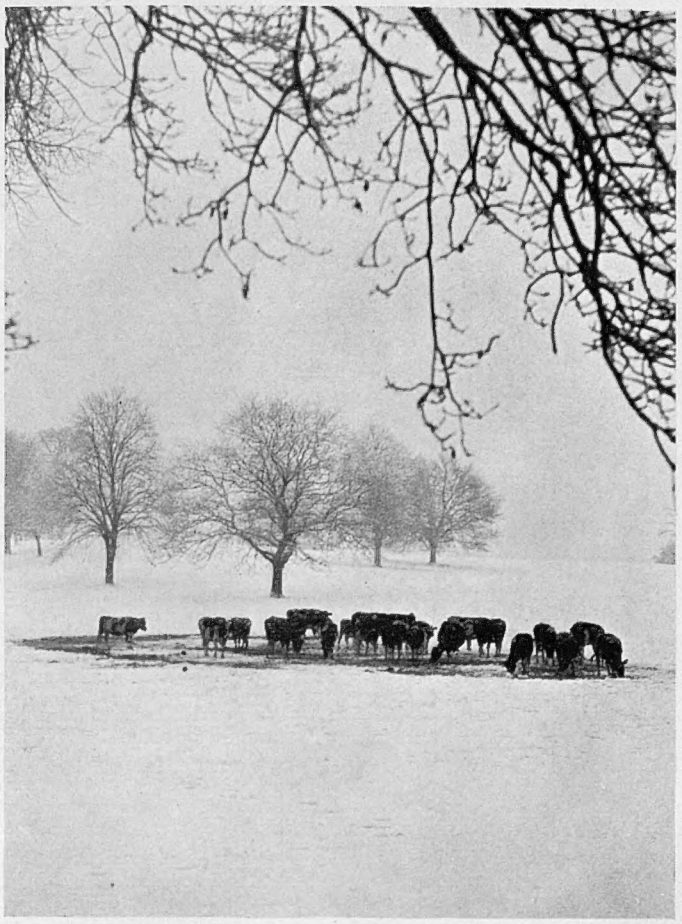
Mr. Gaitskell, leader of the Labour Party, was last weekend reported to be recovering from a renewed attack of virus infection, causing pleurisy and pericarditis. He was in Middlesex Hospital, London. In Mr. Gaitskell's absence—likely to be of a number of weeks—Mr. George Brown has taken over as acting leader of the Opposition.

Dr. Hewlett Johnson, Dean of Canterbury, who has held office since 1931, is retiring at the end of May. He will be 89 on January 25.

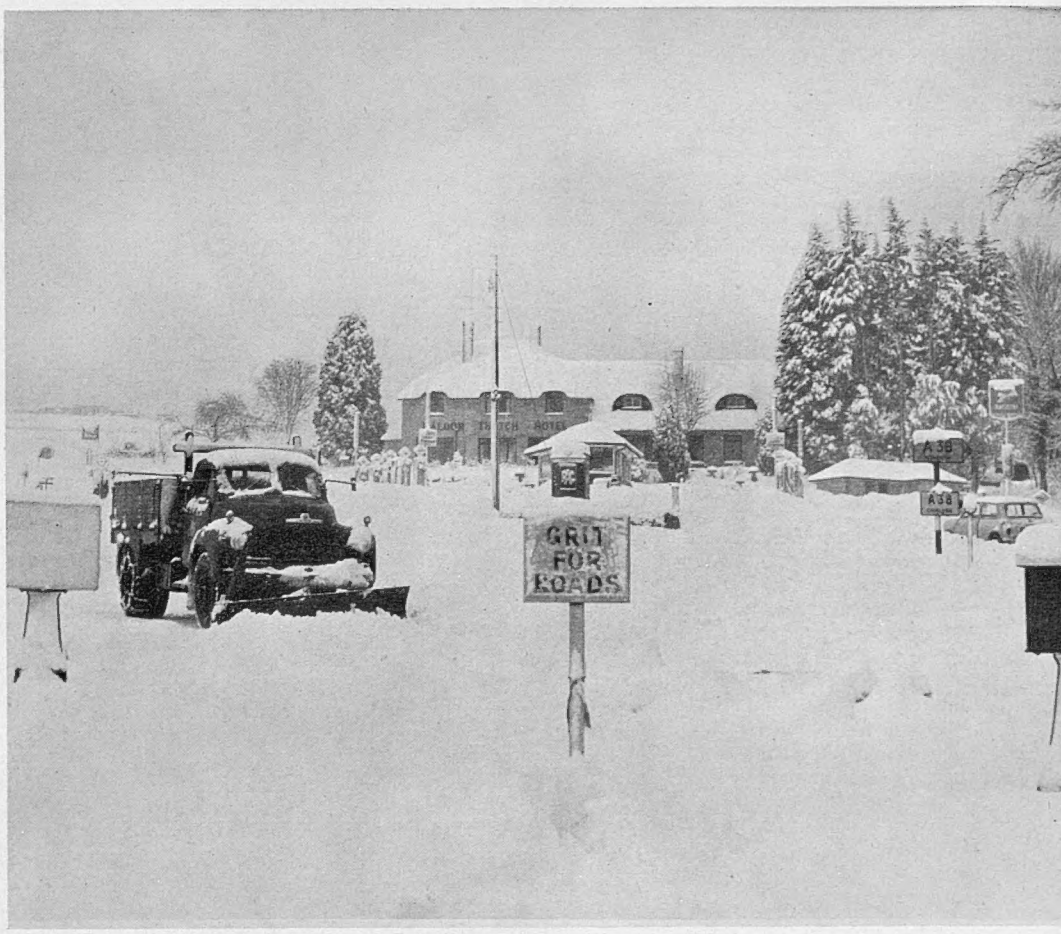
U.S.: The 88th Congress met for the first time this week. The first battle of the Kennedy Administration was to try to obtain control of the powerful Rules Committee of the House of Representatives. Members of the Southern Democrat-Republican unofficial coalition in the previous session of Congress were able to use the complicated procedure of the House to block many of President Kennedy's liberal domestic programmes, including proposals for tax reform. Over the New Year, New York was hit by two strikes—the long-protracted dispute between the New York Typographical Union and the publishers; and the strike of the Longshoremen, which affected ports throughout the U.S.

Peru: Several reports from Lima indicated that about 800 people had been arrested following the declaration of a state of siege throughout Peru by the military Government. It was alleged that there had been a revolutionary plot organised in Moscow and Havana and financed from Russia. The state of siege, involving the lifting of normal constitutional guarantees, began with the cutting of all communications in the country. Provincial police were placed under military command, and large-scale arrests followed, including many members of non-Communist political parties.

The military junta, which took over in a bloodless coup last July, followed these moves with a reiteration of their promise to hold free elections in the summer.



Cattle gather for hay brought to them on a farm in Oxfordshire



A lorry, equipped with a snow plough, pushes through deep snow on the A38 near Taunton, Somerset

THE NEWS IN PICTURES

THE SWEARING-IN OF KENYA'S NEW GOVERNOR

Far left: The new Governor of Kenya, Mr. Malcolm MacDonald, is sworn in by the Chief Justice, Sir John Ainley, in Nairobi. At a Press conference on arrival in Kenya, Mr. MacDonald said that he thought Kenya's great and difficult problems were all soluble. He referred to a date for elections and independence as one of the most urgent tasks

A FUNERAL FOR THE FEDERATION?

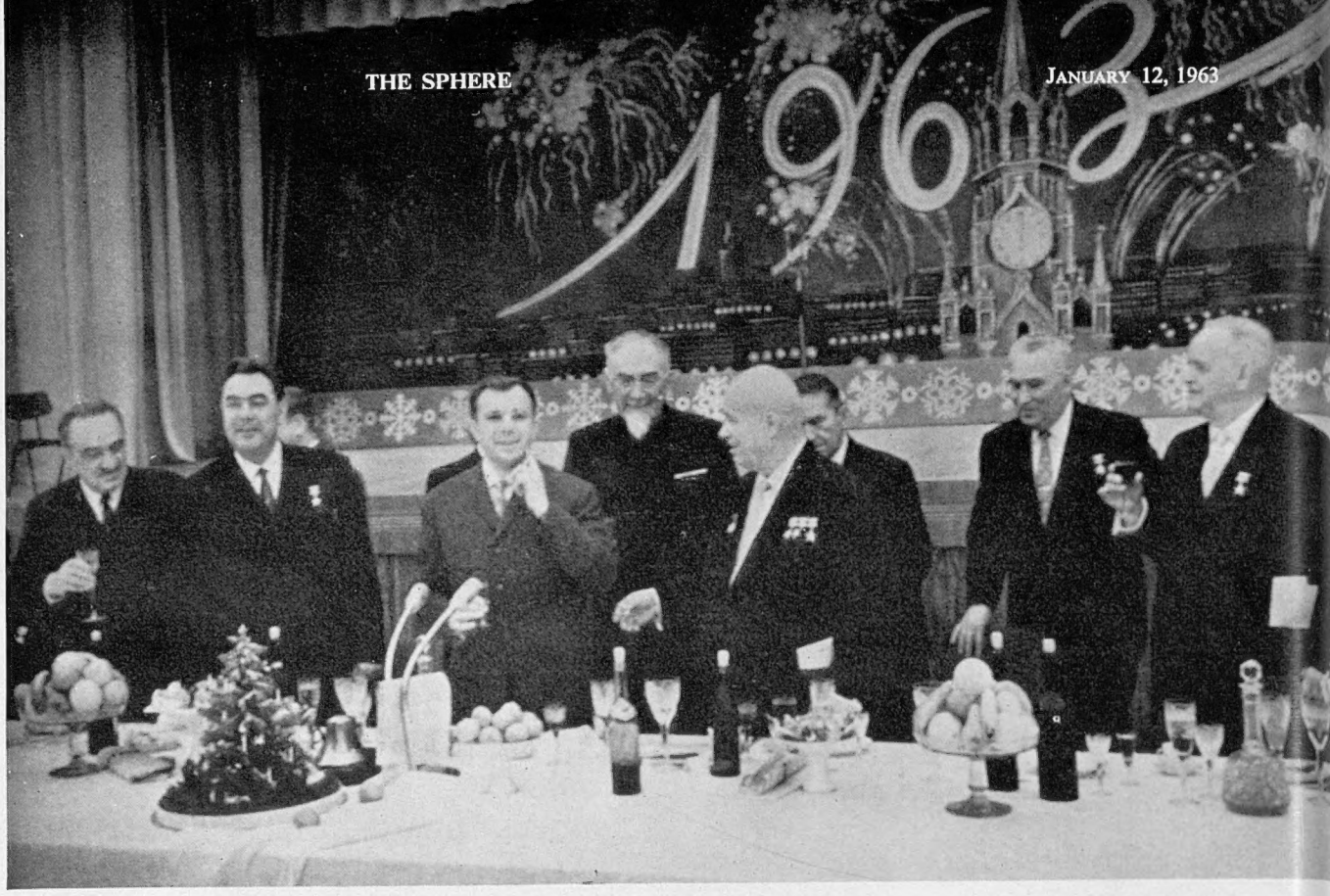
A coffin carrying "The dead body of Roy's Federation" lies in the garden of Dr. Banda's house in Blantyre, Nyasaland, while the Africans who brought it on a four-mile procession wait for a speech from the Malawi Congress Leader. The coffin, which was later burnt, shows how Nyasas view Mr. Butler's statement on Nyasaland's right of secession from the Central African Federation

CANBERRA CRIPPLED BY A FIRE

Far left: In Grand Harbour, Valletta, Malta, passengers go ashore by launch from the P & O liner *Canberra*. Bound for Australia, with 2,200 passengers, *Canberra* last week suffered a crippling fire in her main electrical switchboard. She reached Malta under her power but was not continuing the voyage. Alternative arrangements were made to fly the bulk of passengers to their destinations. Some passengers signed a protest refusing to leave the liner until they were offered accommodation in other liners

DR. ADENAUER'S 87TH BIRTHDAY

The West German Chancellor is surrounded in Bonn by some of his numerous relatives on the occasion of his 87th birthday. As has been usual for some years on this day, Dr. Adenauer received many delegations offering him good wishes



"A HAPPY NEW YEAR" IN THE KREMLIN

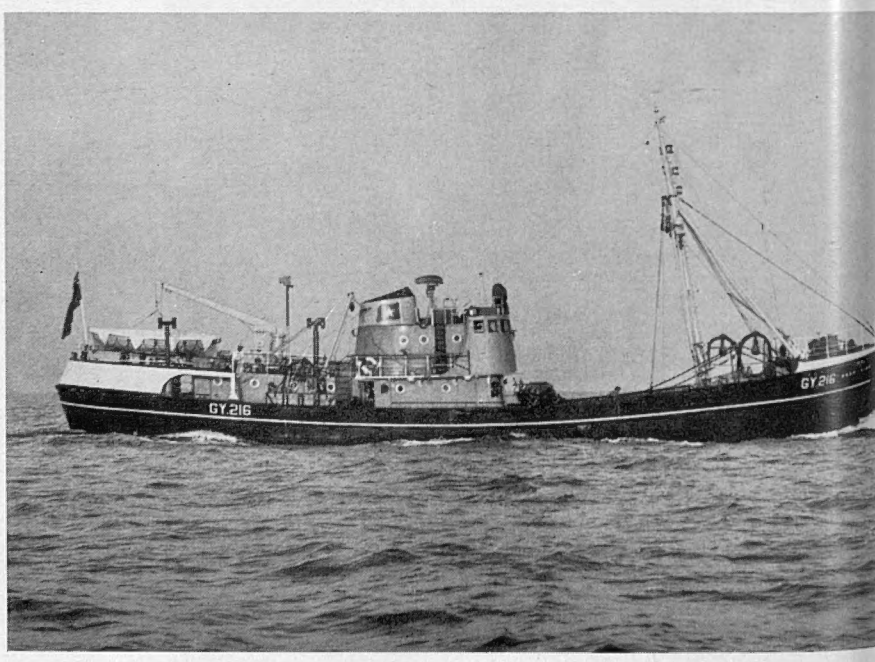
At a New Year reception in Moscow Mr. Khrushchev turns to joke with Major Yuri Gagarin, Russia's first cosmonaut. Between them is Boris Rossinsky, a veteran pilot. Others standing at the table are, from left: Mr. Mikoyan; President Brezhnev; Mr. Frol Koslov, the Russian Communist Party's Secretary, and Nikolai Shvernik, a member of the Presidium of the Party's Central Committee. New Year messages were sent by President Brezhnev and Mr. Khrushchev to heads of government in many countries. Mao Tse-tung and other Chinese leaders received warm regards and the two Russian leaders referred to 1962 as "a year of further consolidation of the position of the forces of peace and socialism." President Kennedy and the U.S. people were likewise the recipients of greetings and were called upon to make "an energetic effort" with Russia to ensure peace. But the message sent to Dr. Castro spoke of "the aggressive policy" and "the imperialism" of the United States of America

TWO OF LAOS' PRINCES WITH THE PATHET LAO COMMANDER-IN-CHIEF

From left are Prince Souvanna Phouma, neutralist Premier of the Laotian Coalition Government; his pro-Communist half-brother, Prince Souphannouvong, and General Singkapo, Commander-in-Chief of the Pathet Lao Army, in front of the Premier's villa at Khang Khay, in Laos. Right is a Pathet Lao guard. Since the Laos settlement was arrived at last summer there have been various uncertainties among supporters of the contesting factions as to the extent to which foreign military personnel has disappeared from the country

A PATROL LAUNCH FOR LIBYA

Built in the Singapore boatyard of John I. Thornycroft, this fast Customs patrol launch was recently delivered to the Government of Libya, part of a contract for three such launches. Over 70 ft. long and powered by three Rolls-Royce marine diesel engines, she reached a speed of $22\frac{3}{4}$ knots on her trials. She is fitted with latest radar, echo sounding and other electrical equipment and a light machine-gun



BRITISH TRAWLER FOR NEWFOUNDLAND

The 118-ft. long diesel trawler *Ross Lion* at sea. One of the Ross Group of Grimsby's fleet, she sailed in December for St. John's, Newfoundland, as part of the plans of the Ross Group, Britain's largest distributors of fresh fish, to extend their direct fishing interests to North America through association with H. B. Clyde Lake, Ltd., of St. John's. The group operates one of the largest and most modern diesel-powered trawler fleets

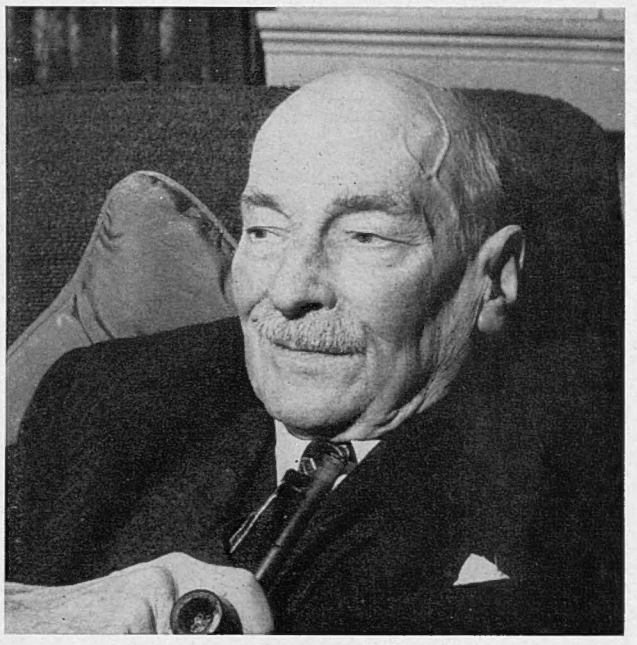
THE NEWS IN PICTURES

THE COMMONWEALTH AND COLONIAL SECRETARY VISITS THE CARIBBEAN

Mr. Duncan Sandys, Secretary of State for Commonwealth Relations and the Colonies, leaves his aircraft at Coolidge Airport, Antigua, during his tour of the Caribbean. He is accompanied by Mrs. Sandys and Mr. David Rose, the acting Administrator of Antigua. Extreme left is Mrs. Rose. Mr. Sandys' visit, due to end this week, began on December 13. Among the places he visited were Bermuda, the Bahamas, Jamaica, Antigua, Montserrat, Dominica, Barbados, Grenada and Trinidad. The most important topic of his discussions with island ministers was the future of the East Caribbean Federation. On his return Mr. Sandys will have several urgent matters to attend to, such as the Swaziland constitutional talks, the conference on Maltese independence and his forthcoming visit to Kenya

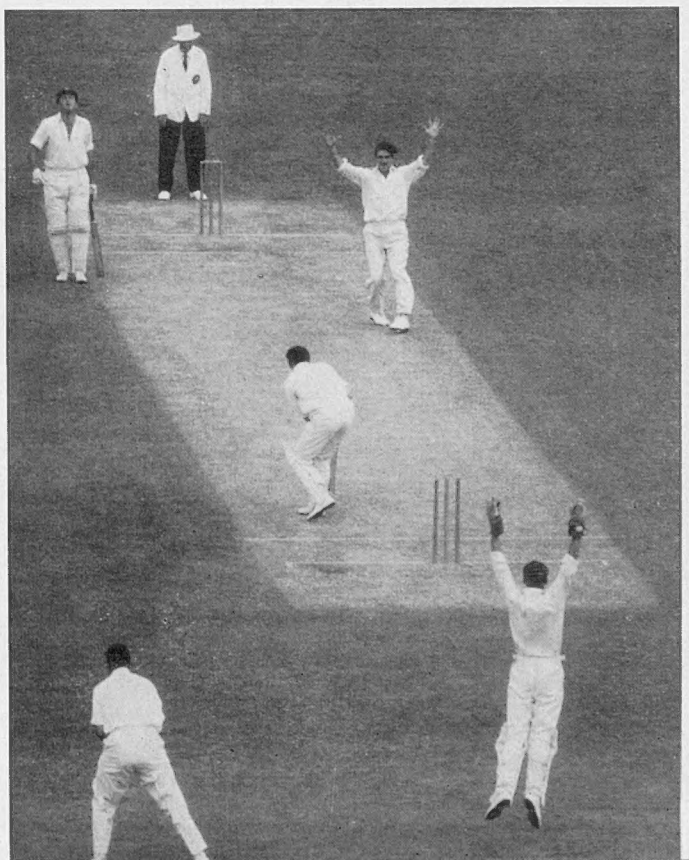
LORD NATHAN

Below right: Lord Nathan is retiring in March as chairman of the Westminster group of hospitals, a post he has held for 15 years. Aged 73, he is a man of many activities, among them being the chairmanship of the Royal Society of Arts and of the Wolfson Foundation. His distinguished military and parliamentary career has included, like Earl Attlee's, service at Gallipoli, and later in Attlee's cabinet as Minister of Civil Aviation. He received a peerage in 1940



A FORMER PREMIER'S 80TH BIRTHDAY

Far right: Earl Attlee enjoys a quiet pipe smoke in the Great Western Hotel, Paddington, on his 80th birthday. With Countess Attlee he celebrated the occasion with a family dinner party in the House of Lords. The anniversary saw many congratulatory tributes to Earl Attlee from many parts of the world



A FAMOUS TEST VICTORY FOR ENGLAND

Below right: On the first day's play in the Second Test match, played at Melbourne, Trueman and the wicketkeeper, A. C. Smith, register jubilation as the England fast bowler clean bowls W. Lawry, the Australian opening batsman, for 52. Trueman's bowling in both innings—3 for 83 and 5 for 62—was a major factor in England's triumph. Scores were Australia 316 and 248 and England 331 and 237 for 3, a handsome victory by 7 wickets. Only England's second success against their chief foe in 13 meetings, the win has an enormous influence on the Test series. The English batting, led by Dexter, Cowdrey and Sheppard (who scored a century in the second innings), appeared to have reached a dominance over the Australian bowlers. The third Test was to start at Sydney on Friday, January 11

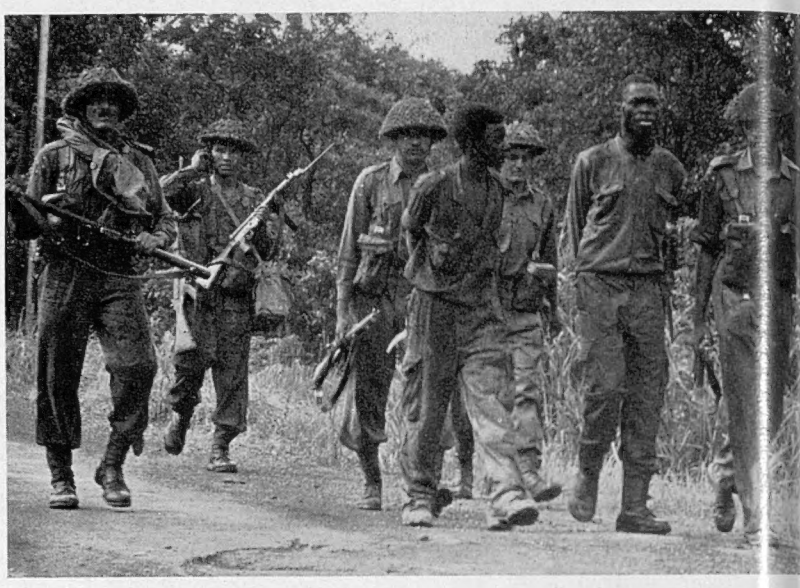
SKI-JUMPING AT INNSBRUCK

Far right: With snow-covered mountains in the background, an Austrian competitor, Ernst Kopp, soars through the air as he competes in the German-Austrian ski-jump tournament held at Innsbruck. The event was won by Toralf Engan of Norway. Innsbruck is the venue for the 1964 Winter Olympics

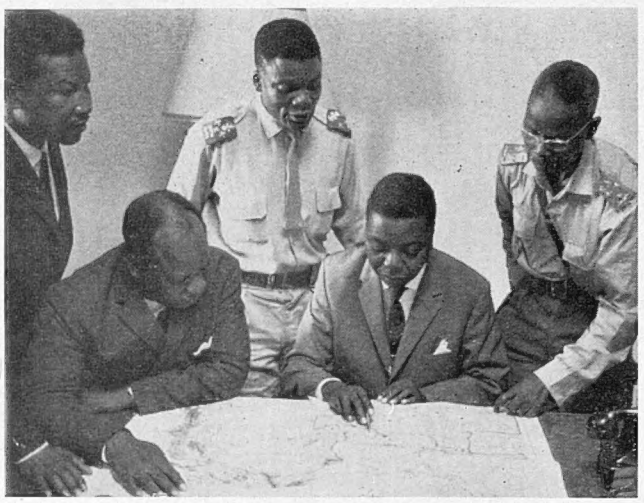
KATANGA—THE LAST ROUND?

General Chand, U.N. comdr. in Katanga, watches equipment ferried over the Lufira River

Two captured " mercenaries " cross the wrecked Lufira Bridge



U.N. Indian troops with two Katangese prisoners near Jadotville



At Kolwezi are from left, seated, M. Kibwe, Katangese Foreign Minister, and M. Tshombe. Standing centre is General Moke

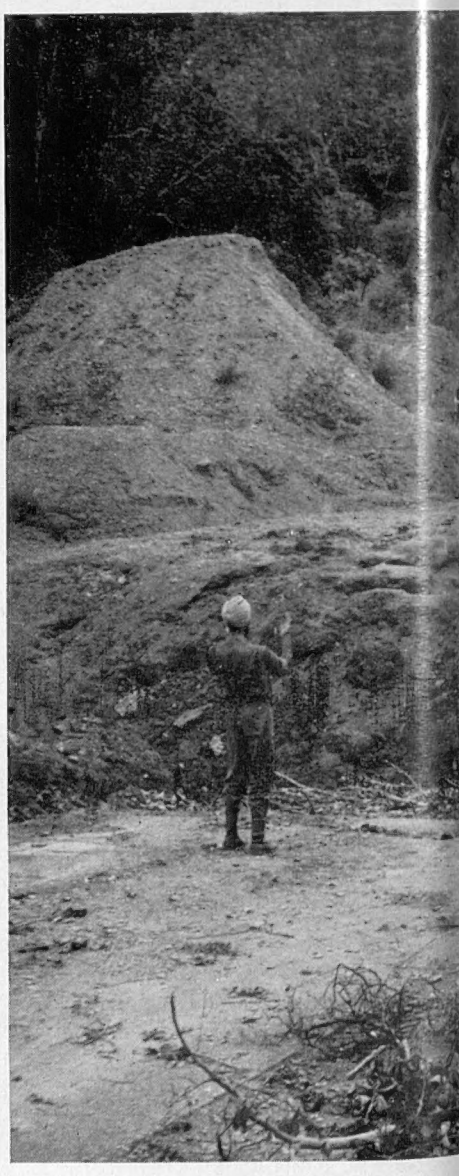
Brigadier Noronha, of the U.N. Indian force, in Jadotville

The third round of fighting between the United Nations Congo Force and the Congolese Republic's breakaway province of Katanga continued last week. Having announced that their " defensive action " in Katanga had concluded with the attainment of control of an area of 12 miles around Elisabethville, as well as Kipushi and Kamina, the U.N. apparently decided on the necessity of taking Jadotville, where M. Tshombe had set up his headquarters on his return from his sudden flight to Rhodesia. For a time it seemed that the U.N. force would halt at the Lufira, where retreating Katangese troops had blown up the bridges. British and Belgian representations had secured for M. Tshombe a guarantee of safety if he returned to Elisabethville to implement the plan of U Thant, U.N. Secretary-General, for reintegrating Katanga with the Congo.

However, a directive from U Thant, to " hold off " the march on Jadotville to give M. Tshombe a chance to co-operate, appeared to have gone astray somewhere between New York and the Lufira River. At all events, U.N. troops went on and took Jadotville without resistance, and with little damage to the mining plant. The only loss of life was the tragic killing of two Belgian women whose car tried to drive past an Indian patrol. Meanwhile U Thant had sent Dr. Bunche to investigate the " breakdown in effective communications."

Early this week it was still uncertain whether M. Tshombe would return to talk on the U.N.'s terms, or stay at his latest H.Q. at Kolwezi to organise guerrilla warfare.

The international repercussions of the crisis continued to be shown in a lack of harmony between Britain and the U.S. The U.N. action in Katanga was a contentious political issue in nearly every Western country, and in Northern Rhodesia it threatened to break up the recently formed African coalition Government.



A two-mile-long convoy of U.N. military

Indian troops of the United Nations Force negotiate the rubble-strewn banks of the Lufira River during their march on Jadotville

otiates a crater caused when retreating Katangese guerrillas blew up the Lufira bridges

An armoured troop-carrying vehicle of the Fourth Madras Regiment

JOHN CONNELL

THE TALKS ON KASHMIR

As the years pass, I find that it becomes more and more difficult to make swift, bold and clear-cut assessments of crucial political decisions or processes. Is it a characteristic of my Lowland forebears, or is it just a symptom of advancing senility, that I am canny nowadays and look for consequences beyond consequences, and that I am less and less stirred to immediate praise or immediate condemnation? I have not however seen fit to modify or myself to budge from a conclusion which I reached in 1947—that future historians would regard the ending of British rule in India as one of the most important and far-reaching decisions of our epoch.

Now we are beginning to watch some of those consequences beyond consequences to which I have just referred. There is occurring a major shift in the complex and uneasy pattern of relationships between the two successor states that emerged after the withdrawal of British power. Partition and the quick, ruthless creation of predominantly Hindu India and Islamic Pakistan were inevitable, in the circumstances of Lord Mountbatten's brief, momentous tenure of the post of Viceroy and

The Indian delegation to the Indo-Pakistani talks on Kashmir sets out from New Delhi for the opening session at Rawalpindi. Sardar Swaran Singh, leader of the delegation, is second from the left. The talks are due to be resumed in New Delhi next week

Governor-General during the years 1947-1948. But that the inevitable is always right is a principle which I have throughout my life refused to accept.

Lord Mountbatten's predecessor, Field Marshal Lord Wavell, refused to regard partition as either inevitable or right. In the United Kingdom Wavell's work has been ignored, in the atmosphere of glitter and dash surrounding the speed with which Lord Mountbatten brought off the final transfer of power and the political division of the sub-continent, which is not the least of its present troubles. But among responsible Indian historians and commentators the truth is being brought patiently to light. One of the most independent-minded of these scholars, Mr. R. P. Masani, in 1960 concluded his classic study, *Britain in India*, with these words:

"The British withdrawal was bound to come, and could have come earlier as it was understood that the country could not be held except by consent . . . Lord Wavell was determined, and he did make, strenuous efforts to see the fulfilment of the pledge made early in the twentieth century, subsequently renewed, and reinforced by solemn declaration during the war. But because Wavell endeavoured to end the strife between the two major political parties simultaneously with the end of British rule, it was not given to him to see, during his viceroyalty, the day of India's independence. When the last chapter of the British connection with India has been written and when a complete picture of the political situation during the closing days of the British era is presented, Wavell's policy will perhaps be fully vindicated. Meanwhile, let not the world forget the loftiness of his motives, the sincerity of his purpose and his patience under adverse circumstances, discouragement and disappointment."

This is not merely a generous tribute to a much misunderstood soldier-statesman; it is sharply relevant to the present crisis in the Republic of India's relations with China and with Pakistan. It is surely obvious that a united Hindu-Muslim India would have been able to confront a resurgent and aggressive China with a degree of resolution and authority that is not possible to India and Pakistan, each of which is busy pursuing its dangerously independent policy with far more spite and suspicion towards the other than determination to withstand Chinese advances. This is one especially sombre aspect of a melancholy story.

It is true that before Christmas, Mr. Duncan Sandys, backed by Mr. Averell Harriman, made an arduous effort to remedy some at least of the mistakes of the past; and the recent Rawalpindi conversations were the lukewarm and inconclusive response to that effort. The disappointment which they evoked has been sharpened by the Pakistan Government's markedly tactless announcement of its "agreement" with Pekin on claims to and control over their shared border in Kashmir. Considering the fact that it is principally over Kashmir that the India-Pakistan brand of cold war has been waged for the past 16 years, and that the Chinese have appeared willing to abandon their gains in the North Eastern Frontier Area, in order to retain their grip on the Ladakh region of Kashmir, it is not unnatural that India's protests have been somewhat clamorous. The Pakistan-India discussions have not formally broken down, and Field Marshal Ayub Khan and Mr. Nehru are still due to meet early in the year. There is little doubt, I think, that both Britain and America will maintain a certain amount of pressure in their desire to bring about some sort of *entente* between Delhi and Rawalpindi.

Over Kashmir I know that my own sympathies lie, as they have always lain, with Pakistan—on legal and constitutional grounds, no less than for moral and emotional reasons. But I have long since realised that if India would moderate her intransigence a little, to the extent of conceding Pakistan's rights and responsibilities in the Vale of Kashmir itself, and in the western mountain regions, her own control over the eastern part of the country, and, of course, Jammu, could well be accepted. A solution of this kind is not, I know, perfect; but a compromise would suit both India and Pakistan far better now than continuation of the impasse.

That impasse, however, is all to China's advantage; and her shrewd and ruthless exploitation of it, and Pakistan's naïvely eager acceptance of Pekin's cynical professions, are among the sadder facets of the whole sad affair. Meanwhile, India is in the midst of a complex and comfortless process of reappraisal. The real state of opinion is just as difficult to gauge as it was under the British Raj; for the bitter truth is that—despite all the apparatus of social democracy, and a formidable-looking Parliamentary machine, complete with party system and Cabinet Government—there is still a gap between the rulers and the ruled.

The reappraisal concerns internal politics as much as external policy. No cohesive party capable of providing an alternative Government to Mr. Nehru's has as yet emerged out of the welter of resentment, ruefulness and bewilderment caused by the disillusionings and difficulties of the breach with China. It is interesting to note, however, that *The Times's* exceptionally well-informed and perceptive correspondent in Delhi, having conceded that the Army has so far remained outside politics (in direct and acknowledged continuation of the attitudes and outlook instilled by the British creators of the Army), believes it likely to become a more positive political force; and thinks it at least possible that, after "a lengthy interregnum of political chaos and stagnation," there could be an Army *coup*.

That the Army is bound to be greatly expanded and brought up to date in the next few years is, I think, undeniable. This process, of course, must be closely linked to India's foreign policy. In the moment of naked need, American and British aid was accepted eagerly, and the protests that this assistance was both morally tainted and had strings attached to it were, for the time being, muted. Now the old anti-colonialist anti-Western recriminations have begun again, and the scale of British and American help is being minimised.

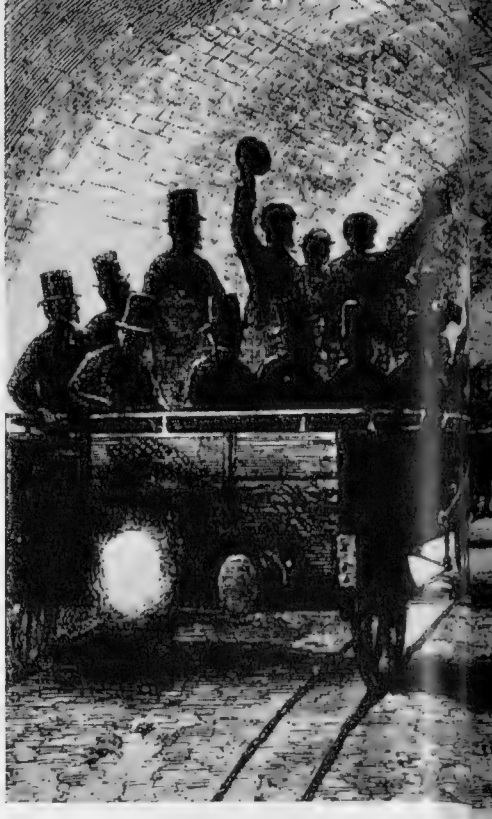
However, a return to the old neutralism of a year or so ago is now quite impossible. So is complete alignment with the Western Alliance. Now that the pieces are being reassembled it may well be seen that Mr. Nehru's strength, in the immediate future, is going to lie (relations with Pakistan always regretfully excepted) in his conduct of external affairs. He has won the West's agreement to, and growing comprehension of, his delicately balanced attitude towards the Soviet Union.

It is far from impossible that, Marshal Tito having made his peace with Mr. Khrushchev, India may be able to offer one of the bridges across which during 1963 the Western Alliance desires (and, according to President Kennedy, greatly hopes) to reach some sort of *rapprochement* with Russia.

The photograph taken from the air shows an example of one of the " strategic hamlets " now being built in the highlands of South Vietnam. The purpose of these communities is to concentrate highlanders in centres in which they have a good chance of resisting the depredations of the Communist Vietcong. Until recently many South Vietnam highlanders have lived as isolated family units and have been easy prey to Vietcong attacks and Vietcong propaganda. **Below:** A food store of huts on stilts is part of the lay-out of a strategic hamlet. The U.S. actively supports the scheme

STRATEGIC HAMLETS

One hundred years ago on Thursday, January 10, the first of London's underground railways was opened, the Metropolitan Railway. In the photograph above are the collection of notables gathered at Edgware Road Station on a trial trip before the opening. Among those in the right-hand carriage is Mr. Gladstone, seated between the two men in white top hats. The Met was designed to improve communications between the main London railway stations. It originally ran between Paddington and Farringdon Street and was constructed on the cut-and-cover method. This first underground came into existence largely through the perseverance and imagination of a City solicitor, Charles Pearson



A lithograph showing the ceremonial opening trip

A London Newsletter

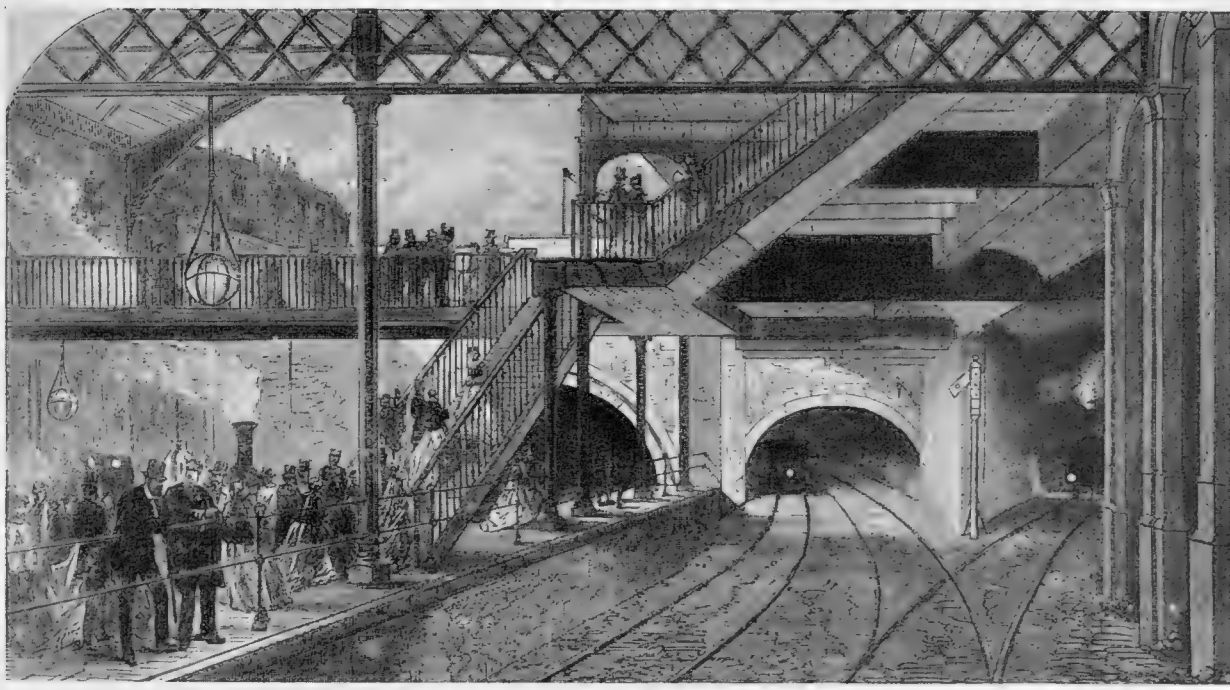
13-15, JOHN ADAM STREET, W.C.2.

TAKEN BY SURPRISE. We spent last year a great deal of money on space and nuclear research. A millionth part of what we spent in brains and money could have been usefully employed in inventing and perfecting devices to combat a few inches of snow and some ice on our roads, in better plumbing, in anti-smog and mist devices and other cold-weather reliefs. We are so very forward-looking in the race to the stars that we have forgotten how to look back in more trivial, domestic matters on Earth. There was a cold snap at the end of December 1961. It was repeated in December 1962, but it took us by surprise. Snow ploughs are still rarities in Southern England and even grit was tardily served out in little handfuls, and many road-men were on extended holiday. The plumbers were all very busy with burst pipes and blocked drains. The old, old story of the aftermath of a cold snap is a chestnut which Mr. Punch has repeated for a century. But one day, when we have conquered space and assured 100 per cent. efficiency for Armageddon, there will be scientists and money to spare for reducing the miseries and discomforts of a sudden snap of seasonable weather. They order these things better in countries where seasonable winter weather is accepted as inevitable and not as a sudden cruel whim of chance. But, let us admit, it would have involved a mighty lot of money and brains to cope with the historic blizzard of December 30, and its aftermath—that phenomenon quite fairly took us by surprise in Southern England.

FULL OF HIGH HOPE. If hopes are set too high, they are apt to "moulder, cold and low." The reign of Queen Elizabeth II, it was confidently prophesied, would rival that of Queen Elizabeth I. Well, the first Elizabeth's reign was an age of great national danger, a cruel age, full of showmanship and vulgarity and gaiety, and young people were pretty adventurous and ingenious. But it was also an age of expansion, of high hopes and splendid performance, and it cannot be said that the present reign has been remarkable for performance, expansion and confident hope, at any rate as regards the immediate needs of our people. However, there is still time. Of a sudden, the worst turns the best to the brave... Even in political life in Britain "ups" swiftly follow "downs" and that thought may have lightened what may have been a gloomy Christmas recess for Mr. Macmillan. The bunch of grapes which he brought back from the Bahamas turned sour on him even as he landed. The Christmas-tide newspapers, such as they were, were much occupied with finding his successor. The least partisan must ruefully

Pedestrians walk through the falling snow in the cen College Estate is one of the most favoured of reside toll-gate in the capital, less than five miles from Ch

Metropolitan passing Portland Road Station



The junction of the Midland, Great Northern and Metropolitan at King's Cross

admit that, on the surface, Britain has sunk since he took office to sadly " little measure "—and shockingly quickly. The fair-minded must admit that he has worked very hard and had a lot of bad luck. But Premiers exceptionally are wholly judged by results. That is the price of enormous power and responsibility. And at the beginning of a New Year there seems to be no major problem that the Government set out confidently to grapple with four years ago, which does not look even more insoluble, more hopelessly bogged down than ever. We rather admired Mr. Macmillan's public appearances and deft and easy utterances when he took office. We judged him a very finished, shrewd parliamentarian and statesman. Today his polished phrases and gestures wear thin. They seem a little too easy and automatic in our humiliations, and his. But there is still time, if not much. With a little bit of luck and dexterity, he may be riding the whirlwind by spring and still directing the storm. Something may turn up to his and our advantage.

BIAS. The truth is that public opinion, as expressed in the Press, immediately after Mr. Macmillan's return from visiting President de Gaulle and President Kennedy was no fair guide to majority opinion in the country. Those who most strenuously oppose his policies and suspect him of slavishly truckling to America, who are utterly opposed to joining the Common Market and see him as the prime agent for dispersing the Commonwealth, those critics overplayed their hands. They would have condemned him even if he had brought back peace with honour at bargain prices; and all the Commonwealth's lost sheep in a plain van. And those who support him and his Government, if their approval of his actions was a little less enthusiastic and confident as the year ended, are all set to applaud him and support him at the first fair wind that fills his sails. Most of the winds of 1962 were foul—but not all. There is no reason why the balance should not be adjusted in 1963. Political gossips may talk of possible successors to " a Premier worn out in the service of his country " to be drawn from his own party. As the law and modern practice still stand today, it would be difficult for Conservatives to agree on a successor from the Tory ranks, and I much doubt if there would be an enthusiastic vote for a Premier drawn from any other party. The events of the next few months may yet make the future of the Premier and of Conservative Government clearer and more hopeful. For all we know, the festivities at Birch Grove were a jolly and cheerful occasion not only for grandchildren but for grandparents.

ONE FIGHT MORE? In my view, we see and hear too much of our public faces and voices, and one of the reasons for the old saw that Premiers should not stay too long in office is perhaps that we grow bored with their phrases, mannerisms and gestures and begin to find them artificial, especially when progress is slow. The cartoonists year after year do their deadly work, the Press camera and the sound and vision boxes co-operate with them in producing a reaction. But a man cannot quickly change his mannerisms any more than his appearance, the better to fit times of danger or crisis. Soon enough, I suppose, Mr. Macmillan will adorn that House of Lords which he has so handsomely recruited, as Earl Macmillan, K.G., O.M. But not immediately. He was ever a fighter and perhaps the main is already silently flooding in by creek and inlet. After all, he too may argue, there are not so many substitutes in sight whom a majority of the nation today would hail as Saviours, and one or two of those may decide that the Premiership is nowadays too little a bed of roses to encourage them to stand as candidates. The years since 1945 have proved so frustrating, so depressing, so hideously unconstructive, that it is small wonder if statesmen have lost status. Disappointments and disillusion have left the nation cynical. Mr. Maudling, too, must have been haunted by spectres during the recent festivities. His measures to combat growing unemployment hinged in great measure on the progress of Mr. Heath over Common Market negotiations. Valiant as Mr. Heath's efforts have been, our entry into the Common Market is an even greater uncertainty than it was in the summer, and without certainty on that vital matter, there is nothing to encourage industrialists to invest and expand into stricken areas in Britain or to open up in Common Market countries. On that and on the Treasury's summer expectation that soon enough output might rise by as much as 6 per cent., the Chancellor counselled patience and has resisted hitherto " panic " measures to stem the rise in unemployment. He has done his best to encourage investment expansion, but uncertainty has defeated his hopes.

OH LORDS, HOW LONG? It was never in the terms of reference of the Joint Committee on House of Lords reform to recommend measures which might at last remove the glaring anomalies of the present Chamber with its huge potential Conservative majority and its 800 odd branches of dead-wood. The bulk of Conservatives adhere to the hereditary system. The other parties in the main (knowing that the House of Lords can never hope to regain its lost powers) are content that the hereditary system will die at last of its own absurdity. What the Committee has recommended (most of which is likely to be accepted) enables reluctant peers in the future and in retrospect to renounce their titles and privileges and sit in the Commons. Their titles can on their deaths be reassumed by their heirs. To achieve this " act of justice," the Committee recommend the further enlargement of the hereditary element (and the dead-wood) by 17 hereditary peeresses and all the Scottish unelected peers. The House of Lords remains the " anomaly " which it was judged to be in mid-Victorian times, and the hereditary system remains to " buttress the throne " as far ahead as we can see. When I was younger, I hoped to live to an " age of reason " in a vaunted Democracy when no individual merely by right of birth could play even a trivial part in legislation, however limited his ability, however asinine his contributions to debate. Now I doubt if my grandchildren will see that age of reason. " It doesn't matter," you say. The business of the House, such as it remains, is all done by 100 of the 900 odd available, mostly life or first creations of proven merit. That, I fear, is not quite true. " Unstatesman-like " contributions to debate in the Upper House are not as rare as all that; and 800 branches of dead-wood cost something which could be retrenched, if only in pegs and lockers not put to use. I doubt whether in the next two or three years as many as five hereditary peers, if given the chance, will surrender their peerages for their lives.

THE OLD STAGER

lwich Village. The 1,500-acre Alleyn's
as in London. **Left:** The only remaining
oss, lies in College Road on the Estate

On his return to Stepney after two years at sea Charlie Gooding (James Booth) surveys the site of his old home now demolished to make way for new flats. **Right:** Having at last found his estranged wife, Maggie (Barbara Windsor), Charlie talks her into fun and games on their old courting ground

ENTERTAINMENT

SPARROWS CAN'T SING

Probably opening in London next month is Joan Littlewood's film, *Sparrows Can't Sing*, filmed entirely on location last year in Stepney. It promises to be one of the most exciting and original films of this year. It was based on the Theatre Workshop success of the same name by Stephen Lewis, which transferred to the West End. But it has been extensively revised, first because it is a portrait seen through Cockney eyes of the new Stepney, rising out of the ruins and slums—of the blocks of flats and new ways of affluence. Secondly, Joan Littlewood, who with her Theatre Workshop was a vital force in the new wave in the theatre, brought to her first film the same ideas as she had in play production. The cast was intensively rehearsed for weeks before shooting began, and much of the dialogue springs from these rehearsals. Leading members of the cast were trained at the Theatre Workshop—James Booth, Roy Kinnear, Barbara Ferris and Avis Bunnage. A comedy of the realities of existence in Stepney, *Sparrows* has a plot which depends on comic tension from a single situation. Charlie, a tearaway seaman and once terror of the neighbourhood, returns home from sea to find his wife is "carrying on." His family endeavour to keep the two apart to prevent ructions. But their evasiveness only arouses Charlie's suspicions to fever point before the showdown.

"Knees-up, Mother Brown" is performed in the local by Bridgie Gooding (Avis Bunnage) as a relief from family troubles. **Right:** The neighbours in Pump Court, played by, from left, Janet Howse, Yootha Joyce and Fanny Carby, are amused by the ribald remarks of Fred Gooding (Roy Kinnear)

Fred, Charlie's brother, rushes baby Christabel away from trouble in the local. **Centre:** A window-cleaner by trade, he stumbles about in the ruins of a demolished house after a visit to the pub. **Right:** Two of his neighbours surprise Fred in his hide-out away from Charlie

Bird-fancier Jack (Brian Murphy) disturbs the peace of an old lady (Edie Martin) with chatter of his pets as they sit in a dockside park

Right: Maggie, with her baby, Christabel, turns a corner to encounter her returned husband, Charlie, in a street in Stepney

Below: Charlie, Fred and Jack ignore the danger of an oncoming brewer's dray in their dash across the road to get to their pub

THE VOICE OF THE COMMON

AUSTRALIA

Monash—university with a master-plan

Victoria's Monash University, Australia's most advanced venture in university planning, has completed its second academic year and continues to gather strength. The university, named after Sir John Monash, Australian Army Commander of World War I, is one of the few in Australia whose complete growth was planned before the first bricks were laid. Monash was established to relieve the pressure on the University of Melbourne. It occupies a 250-acre site in the suburb of Clayton, about 12 miles from the centre of Melbourne.

The men who planned Monash were determined that it should not grow like Topsy, as so many universities, with the inevitable sprawling mixture of architecture. The master-plan was for a university that would ultimately have 8,000 students, including a resident population of 3,000 undergraduates. The layout is of the campus type, with road access from the perimeter and the provision of fringe parking space for 4,000 cars. The centre is a pedestrian precinct, with the faculty buildings grouped around lawns and trees. Construction will continue for several years yet as the builders work for their long-term £A25,000,000 goal.

Dominating the main concourse is the Robert Gordon Menzies School of Humanities, named after the present Prime Minister of Australia. This new 12-storey building will initially house the faculties of arts, and economics and politics. When extended to its full length of 460 ft. by 1964 at a total building cost of £A250,000, the School of Humanities will house 5,000 students and 420 academic staff. The faculty of law will start teaching in 1964, and faculties of education and architecture soon after.

The most rapid development in the physical growth of the university has been that of the science block, where the seven main buildings of the faculty have been completed at a total cost of £A3,500,000. The growth principle of the Monash University Council is one of temporary accommodation in permanent buildings. Thus, while the science school will eventually house more than 1,000 students of its own faculty, it has to date comfortably housed all the five opening faculties—arts, economics and politics, engineering, medicine and science.

In this way the makers of Monash are avoiding the usual method of providing shoddy temporary accommodation that has a distressing tendency towards permanency. The scheme of ordered growth is not, and will not be, violated. Similarly, the engineering library is at present the main university library and houses 80,000 volumes. The first stage of the main university library will be completed by the end of 1963, with space for 1,000 students and 200,000 books. Separate libraries of medicine, science, engineering and probably law will eventually join their own faculties. Half of the extensive sports arena will also be in use by mid-1963.

Pines shade the front of the engineering school at Monash. **Below:** The chief reference libr

A quiet corner of the main library of Monash University, Melbourne

Academically, Monash is keeping well in stride with its architects and builders. Last year (1962), the second year of teaching, has been in the main one of academic consolidation. The university was able to increase its enrolment of students from the first year total of 350 to 520 in the same five opening faculties, making a total student population of 870 undergraduates. At the beginning of the next university year, in March 1963, another 800 students will begin first-year courses.

As the enrolment increases each year, so does the choice of subjects available. In the faculty of arts, for instance, this year will see Spanish, Russian, Malay and Indonesian languages introduced. Other new subjects in the arts syllabus will be geography and anthropology and sociology. Classical studies, psychology and oriental languages and civilisation will be introduced.

The first resolution of the Interim Council, later adopted by the University Council proper, was to establish a university which would provide "a full education of rounded human beings." This has always been very much in the minds of the university's Chancellor, Sir Robert Blackwood, and the Vice-Chancellor, Dr. J. A. L. Matheson, former Beyer Professor in Engineering at the University of Manchester. Dr. Matheson, who could be described as the chief executive of the Monash plan, is deeply conscious of the gulf that threatens to divide science from the humanities. In Monash he plans to bridge the gulf by making a science course compulsory for all students of the humanities' faculties during their third year, and it must be one of the ten courses essential for the pass degree. Likewise, all students of the sciences will be required to read a special humanities course at some period after their first year.

Probably the main problem facing Monash is the future recruitment of qualified staff. By the time the university reaches peak about 1968, a staff of 1,200 professors, lecturers and academic administrators will be required. This means a constant and fast rate of recruitment in a competitive tutorial market. So far, the challenge of Monash, a new university growing to lusty life on a wide Australian campus, has attracted staff from all over the world and from the best centres of learning.

WEALTH

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

Mr. Southwell, consults with his secretary

Chief Fadahunsi, W. Nigeria's new Governor, appointed when the emergency in the region ended on December 31

Mr. Henry Lawrence Lindo, Jamaica's first High Commissioner in London, before his audience with the Queen

The late Sir Charles Arden-Clarke, a picture taken during Ghana's independence celebrations in 1957. Sir Charles, who died shortly before Christmas, can justly be described as one of the most significant figures in the development of the multi-racial Commonwealth for the vital part he played in bringing Ghana to independence as Governor of the Gold Coast (as it then was) from 1949-57. President Nkrumah said, in a tribute to Sir Charles, that he had shown himself to be a man of great understanding and vision. "It can be truly said that independence for Ghana might have been seriously delayed but for Sir Charles's readiness to co-operate with the forces of nationalism." Britain, said the President, had lost one of her best public servants, and Ghana a sincere and devoted friend. Sir Charles was Ghana's first Governor-General from March to May 1957. He retired from the Colonial Service in 1960

BOOK REVIEW

An indispensable work of reference

An essential reference book for students of Commonwealth affairs is THE COMMONWEALTH RELATIONS OFFICE LIST, 1963 (H.M.S.O. £2), the latest edition of a volume which has been produced annually since 1951, the remote descendant of a work first produced in 1771 by the East India Company called A List of the Company's Servants at their Settlements in the East-Indies and the Island St. Helena. The 1963 edition, as well as having a shiny red and white cover, is slightly fatter, with 490 pages as opposed to last year's 422. This is only partly explained by the inclusion under the CRO umbrella of three new independent Commonwealth states—Jamaica, Trinidad and Tobago, and Uganda, which only occupy 20 or so pages in the section which deals with the individual Commonwealth countries. The rest seems to be explained by the expansion of regular features, and the inclusion of more special items; for example, a list of various Commonwealth conferences held between 1946 and 1962; a faintly apologetic note on the Commonwealth Immigrants Act, 1962; and a reprint of The Modern Commonwealth by Mr. Duncan Sandys, the Secretary of State for Commonwealth Relations, which was published in booklet form last year. There are also accounts of the Royal Visit to Ghana and Sierra Leone in 1961, and of the Prime Ministers' Conferences in London in 1961 and 1962.

DESERT REPUBLIC

Glimpses of the former French colony of Mauritania

Moktar Ould Daddah, President of Mauritania

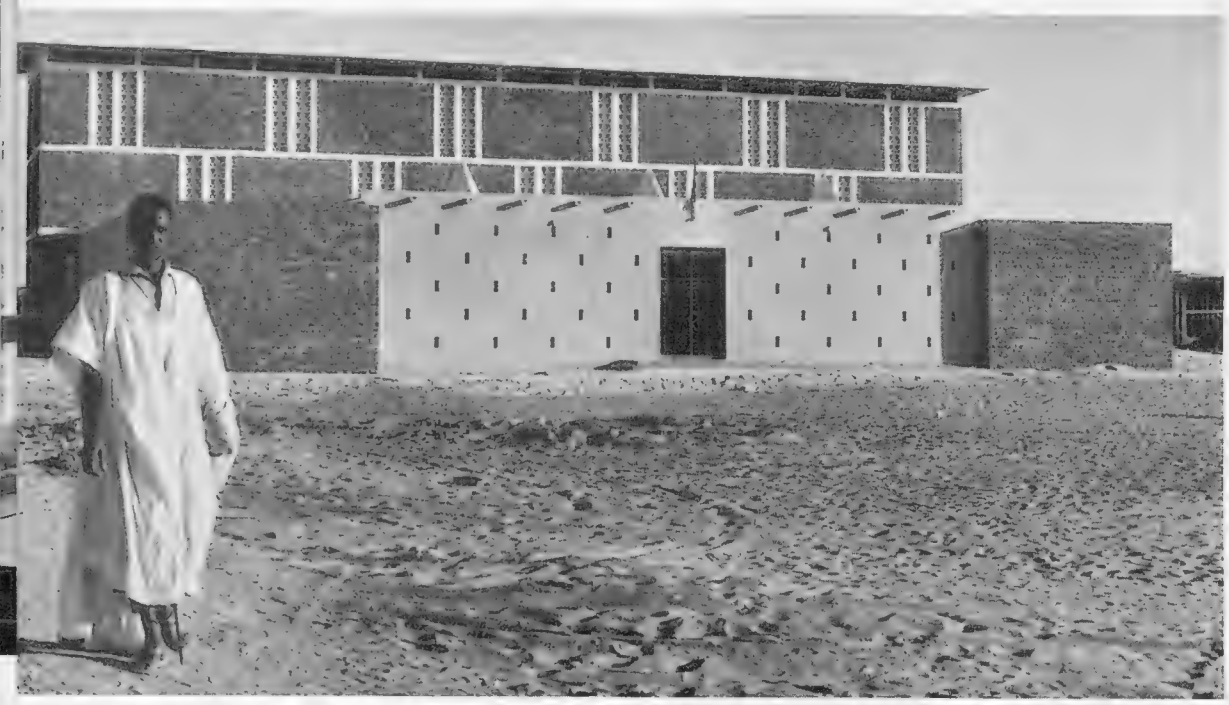
With a population of 727,000, Mauritania is numerically one of the world's smallest independent nation states. It was made a French protectorate in 1903, and a colony in 1920. In 1958 it became a member state of the French community, and in November 1960 achieved independence.

The name Mauritania derives from the old province of the Roman Empire which included all north-west Africa. The present area is much smaller, covering about 800,000 square miles on the Atlantic seaboard of Africa, with Spanish Sahara to the north and Mali and Senegal to the south. Most of it is arid desert, although the southern region in the area of the Senegal River has more fertile soil. The majority of the population are nomadic, of Arab and Berber origin, but there is a Negro minority in the south. They are almost entirely Muslim, hence the full title of the Islamic Republic of Mauritania. Livestock are the chief source of livelihood, but it is known that there are considerable mineral resources (mainly iron) which could be exploited.

In the rapidly expanding capital, Nouakchott, tents and blocks of flats lie side by side

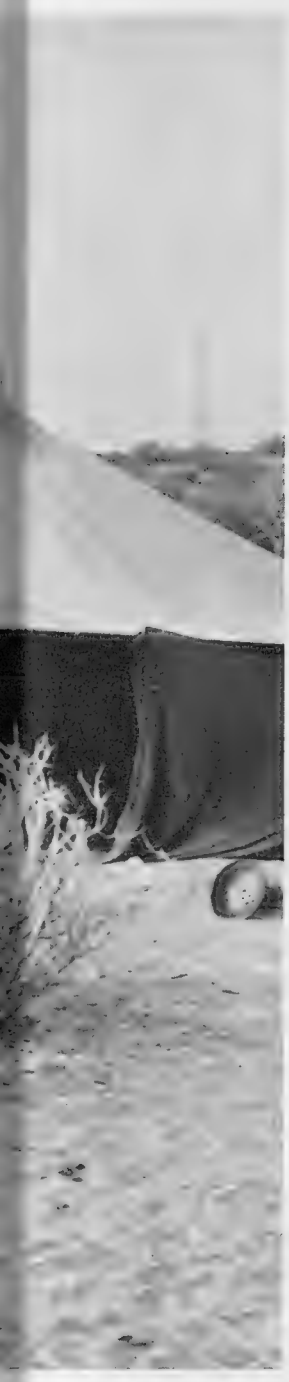
On independence the capital was transferred from St. Louis, just over the Senegal border, to Nouakchott, originally a small coastal village of 600 inhabitants, with a few shops, a post office and a school. Now Nouakchott is in rapid transition, with new buildings sprouting all around, often before there are roads to lead to them. By 1970 it is hoped to have 8,000 inhabitants, a fair size for Mauritania. In August 1961 M. Ould Daddah was elected President (there was no other candidate) under a new constitution, and his part won all the seats in the National Assembly.

Since independence Mauritania has been source of international controversy, because o Morocco's claim that it is part of Greater Morocco For a time Russian support for this claim impede Mauritania's admission to the U.N., but in Octobe 1961, following an understanding which also admitted Outer Mongolia, Russia dropped her veto and Mauritania was admitted.



Surrounded by sand, the President's Palace at Nouakchott

At an experimental agricultural station



Colonnades and modern blocks in Nouakchott, which lies near the Atlantic coast

Campaigning against the desert by nursing young trees and shrubs

A class in the sand at a primary school

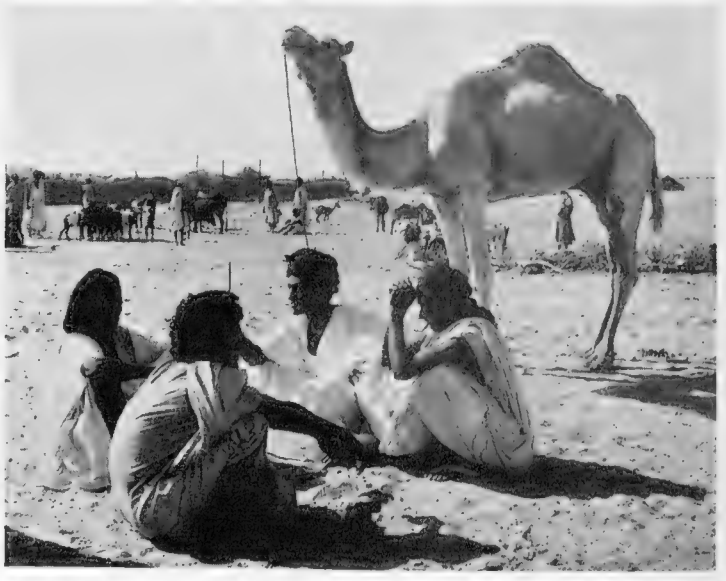
(Further pictures on following page)

There are no metalled roads outside the new Palace of Justice in Nouakchott

DESERT REPUBLIC *(Continued from previous page)*

The new posts and telegraphs building in the capital.
Right: Bedouins rendezvous at a livestock market

The wireless is the main means of contact with the rest of the world



BRIAN VESEY-FITZGERALD

CRISIS ON THE FLAT

Horse racing in Britain is facing a crisis. Attendances at meetings on "The Flat" are falling. They have been falling steadily for some time past, but this last season the movement away from the racecourse gathered momentum and if it continues at the present rate, and there seems to be no reason why it should not, then flat racing must soon face a situation which could well prove catastrophic.

That may seem to you to be taking too pessimistic a view. After all, there is more "off-course" betting now than ever before. More and more big commercial firms are sponsoring important events by increasing the prize-money and are even founding new ones, and the Horserace Betting Levy Board is pouring money in by way of subsidy. Lord Harding, when he took over as Chairman, said that he intended to make racing competitive as an entertainment. On the face of things the future of racing should be assured; everything pretty rosy.

But you cannot get away from the falling attendances. And it is the ordinary race-goer, the man that in America they call the "two-dollar punter," who makes racing possible. If he stays away in any numbers, if the attendance figures reach a certain minimum, and that "low" is in sight, if it has not already been reached, at some courses, then, no matter what the sponsorship, racing cannot continue.

Why are attendance figures falling ? Some blame "off-course" betting, especially the betting-shops. But the truth is that the figures were falling long before betting-shops were opened. And, in any case, the vast majority of betting-shop clients are not race-goers: most have never been to a race-meeting in their lives, most would not dream of going to one. Many people blame television. I think there can be no doubt that if racing was not televised more people would go to race-meetings. But television is not to blame: authority is. Why should the punter spend a great deal of money for an uncomfortable afternoon when he can watch racing in comfort, and in much greater detail, from his own armchair?

Racing is an entertainment. As an entertainment it is fantastically expensive and extremely uncomfortable. It may be said that it costs no more to go racing than to take a stall at a London theatre. Even if that were true, at least with your stall you get "conveniences" which are convenient and clean: on the majority of racecourses they are neither. At least with your stall you will get a well-stocked bar, can have refreshment brought to you, and be warm and dry.

On the vast majority of racecourses the refreshment standard does not approach even that of British Railways in the outer provinces and nothing whatever is done for the comfort of patrons other than members; and on many courses even the members get the absolute minimum. At least with your stall you can be certain of seeing the play. On British racecourses, if you are not a member, if you are not prepared to pay the top price, and often not even then, you have no chance of seeing all the race. You get no more than a glimpse of part of it.

I know, because racing is my relaxation. I have never been a regular race-goer, but I have visited, and more than once, most of the courses in the south of England, several in the Midlands, more in the north. I know only three courses in the south, only one in the Midlands, only two in the north, where any real effort to make patrons reasonably comfortable is made, and at these only if you pay the top prices. There are eight racecourses within reasonable reach of my home and I used to visit them all: now I attend racing (flat-racing) only at the course of which I happen to be a member, which also happens to be the one least easy to reach. Otherwise I watch racing on television. I have become one of the absentees. I have been forced away.

Now all these faults (and many others—doping and slipshod starts among them) were pointed out, sharply but kindly, by Mr. Danny van Clief of the New York Jockey Club in his Gimcrack speech. One would have thought such a speech on such an occasion from such a man would have brought some reply from the authorities in Cavendish Square. It seems to have been swallowed as easily as a half-pint of bitter. And that, in itself, does not make the outlook for British flat-racing appear any the rosier.

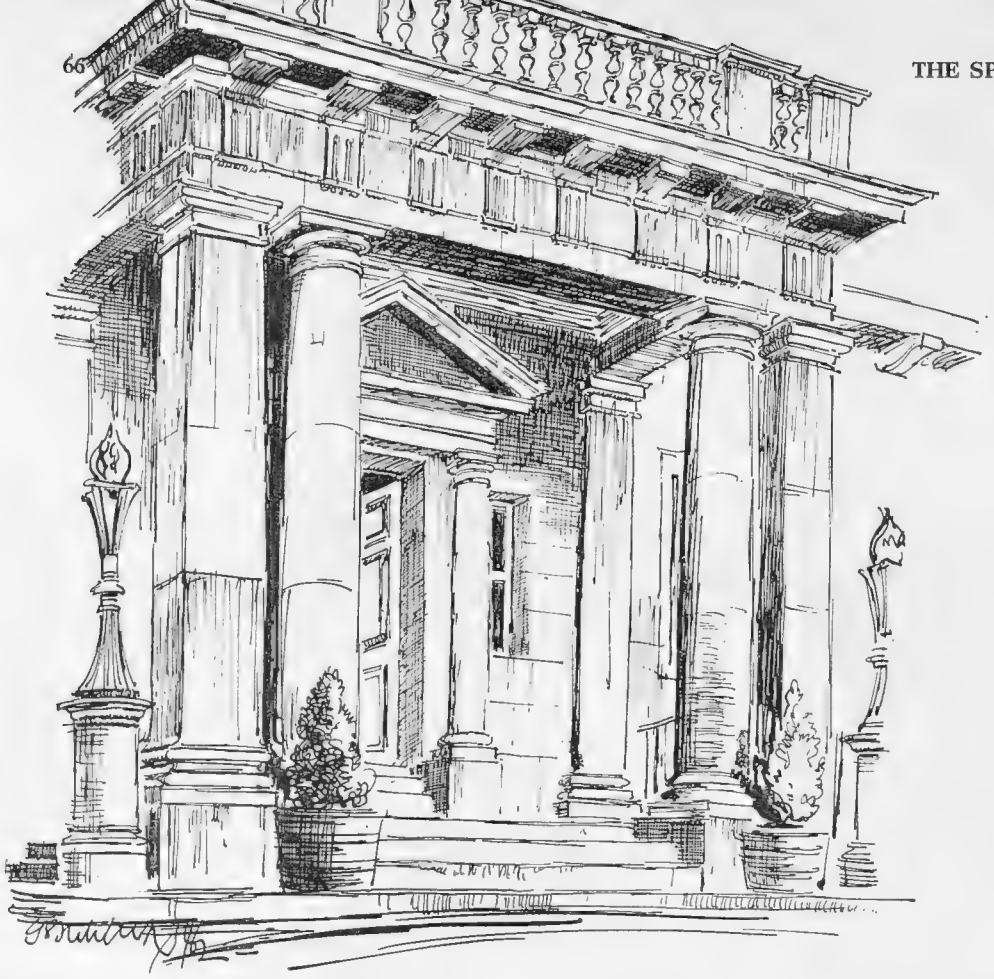
But there is something else, something which I do not understand, something intangible. On the face of it, steeplechasing should be suffering even more severely than flat-racing. Many of the horses (at any rate over hurdles) are the same, many of the trainers are the same, many of the courses, and therefore the accommodation, are the same. The weather is much less kind and the accommodation is, therefore, all the more uncomfortable. One would expect an even greater drop in attendance figures at meetings "over-the-sticks." There has been no such drop. I have no figures, but I get the impression that the crowds attending steeplechase meetings are larger than ever before.

Of course, it is true that there are many more counter-attractions in summer. It is also true that there are far too many flat-race meetings. A lot of courses could be closed with advantage and, if this were done, Levy Board money might be used to improve spectator conditions pretty quickly. And that might, I suppose, bring the crowds back. But there must be more to it than that, for, from the spectator point of view, conditions at some of the smaller steeplechase-only courses are quite appalling; and yet the crowds turn up. Among them, you'll find me. I visit courses in the winter to watch steeplechasing which I will no longer visit in summer to watch the flat. This is not because I am particularly steeplechase-minded. From the betting point of view I am not altogether happy watching my money "in the air!" It is because of an atmosphere. And I believe that this is true for other people also.

"Becher's Brook" by F. W. Reed, *Daily Mirror*, which won the Second Award in the Portfolio category in Encyclopædia Britannica's British Press Pictures of the Year competition

Steeplechasing is still a sport. There is about it still something of the atmosphere of the point-to-point: the crowds are much friendlier and, on the whole, much more knowledgeable about horses and horsemanship, much less interested in money. And, of course, there is less money in steeplechasing, much less money.

Flat-racing, on the other hand, has become a business: so far as the spectator is concerned, part of the entertainment business. And, as part of the entertainment business, it just does not measure up. I firmly believe that if the steeplechase atmosphere could be reintroduced to flat-racing, the crowds would come back. But how that can be done is a question to which the answer requires much reflection.



The exterior of the Naval and Military Club in Piccadilly

LONDON CLUBS

THE NAVAL AND MILITARY

Drawings by **GEOFFREY S. FLETCHER**

Last year was the centenary of the " In and Out," as the club is popularly called because of the directions on its entrance at No. 94, Piccadilly. In the middle of the nineteenth century the existing Service clubs in London were all up to their full membership, so a group of officers—most of them from the Buffs—decided to found another Service club and called it the Naval and Military. It began with 150 members and opened in September 1862. The first premises were in Clifford Street, but within a year they were found inadequate and a move was made to Hanover Square. By 1865 overcrowding was again being experienced and in the next year the Naval and Military took over its present building, one of the historic houses of London.

In the 1750's the Earl of Egremont leased the site and commissioned Matthew Brettingham to build him a house on it. The architect was distinguished in his time but little of his work remains today. The mansion was known as Egremont House.

The name was changed to Cambridge House in 1827 when Adolphus, Duke of Cambridge, one of the brothers of George IV, went to live there. Shortly before he died in 1850 his niece, Queen Victoria, was attacked in the courtyard by a lunatic. But the most notable occupant was still to come, Lord Palmerston. It was after " Pam's " death that the Naval and Military leased it.

Between 1876 and 1878 renovations were made and the Coffee or dining room and other rooms were added on the site of the former stables. In 1919 facilities for ladies were provided. These proved so popular that in 1934 new Ladies' Rooms were opened and associate membership for ladies instituted. In 1940 the Junior Naval and Military merged with the senior club. Later in that year No. 94 Piccadilly was hit by enemy bombs and severely damaged. Fortunately, some of the more historic rooms were unharmed. It was not until four years ago that the restoration work was fully completed.

Today, from its original 150 members, the Naval and Military has around 2,500, plus about 1,000 lady associates.

Below: The garden with its fountain and covered way leading to the Coffee Room

The Coffee Room, which is the traditional name for the dining room, is built on the site of the stables and coach-house

The West Drawing Room has a pier glass above a fine fireplace. **Right:** The Octagon. Its ceiling is reflected in the mirror

TRAVEL

SPECTACULAR UGANDA

By **GORDON COOPER**

" Uganda," said Sir Winston Churchill many years ago, " is a fairy tale. You climb up a railway instead of a beanstalk, and at the end there is a wonderful new world. The scenery is different, the vegetation is different and most of all the people are different from anything elsewhere to be seen in the whole range of Africa."

Today, of course, you have no need to " climb up a railway," for by BOAC Comet you can leave London after an early dinner and be at Entebbe in good time for breakfast the next day; British United Airways also maintain a good service, using Britannia aircraft. The return air fare (tourist class) is around £200, while an inclusive 15-day tour, with all hotels de-luxe or first-class, all rooms with private bath, and transport by private car or small luxury coach, is quoted by Horizon Holidays at £228—and tours are arranged by other travel agents.

Uganda lies in the heart of the tropics, astride the Equator. However, the climate over most of its area—thanks to the altitude—is unexpectedly pleasant; a kind of perpetual English summer, with the temperature rarely rising above 85 deg. F. and rarely falling below 60 deg. F. A beneficent rainfall keeps the country lush and green all the year round.

Being a comparatively small country (little larger than the United Kingdom), Uganda can be toured without long and tiring journeys. In addition, the hotels dotted about the countryside are amazingly comfortable. Also to be noted is that there is no colour bar, and the newly-found independence has not in any way affected the welcome given to tourists.

It was Stanley who wrote in his autobiography: " One of the first sweet and novel pleasures a man can experience in the wilds of Africa is the almost perfect independence; the next thing is the almost perfect indifference to all things earthly outside his camp; and that, let people talk as they may, is one of the most exquisite, soul-lulling pleasures a mortal can enjoy." And when you are in Uganda, kingdom of the elephant, buffalo and lion, you, too, can experience these " first sweet and novel pleasures," whether you choose to troll for giant game fish on the waters of Lake Albert, to stalk a record-class trophy out on the tawny, sun-drenched plains, or merely to sip an ice-cold beer in a comfortable safari camp or on the veranda of your hotel.

For the sightseer, naturalist or photographer Uganda's National Parks offer the outstanding attraction.

The Queen Elizabeth Park includes large portions of Lakes Edward and George, and the picturesque chain of crater lakes which lie beneath the eastern slopes of the Ruwenzori. Here you will see great herds of elephant and buffalo, schools of hippo wallowing in the shallows—the Park holds more than 14,000 elephants 10,000 hippo—along the shore of Lake Edward and the Kazinga Channel; and there are also topi, waterbuck, Uganda kob and a variety of other antelope, while with patience and some luck you can see lion, chimpanzee, giant forest hog and others of the more elusive species which live in the Park. Not least in appeal is an amazing display of bird life. The Mweya Lodge in this Park stands on a high bluff overlooking the Kazinga Channel and Lake Albert, commanding magnificent views, as well as providing first-class accommodation.

The Murchison Falls Park is in the northern part of Uganda to the north-east of Lake Albert. With the Nile, and, of course, the great Murchison Falls, its scenery is only rivalled by its variety and numbers of big game and other wild life. It contains some of the largest elephant herds surviving anywhere in Africa. At certain times of the year the total number exceeds 15,000. The Murchison Falls (crossed by a foot-bridge) provide a fantastic spectacle, for at this point the mile-wide Nile suddenly narrows to 20 ft. and plunges down, with roaring waters, a 300-ft. escarpment. This Park, incidentally, is the only area in East Africa where you can see both the black and rare white or " square-lipped " rhino. A trip up the Nile by motor-launch provides unrivalled opportunities for seeing and photographing game at close quarters. Both the Paraa Lodge and the newly opened Chobi Lodge offer good accommodation.

The Kidepo, Uganda's newest National Park, is situated in the extreme north-east in Karamoja District. Amid rugged mountainous country, this is one of the wildest parts of Uganda, with magnificent scenery and an abundance of wild game, including a number of species not found in either of the other two National Parks. At present, this park is difficult to reach and no hotel has yet been opened. But for those in search of new lands to conquer, a camping trip there is feasible.

Apart from the National Parks there are many other opportunities for delightful holidays in this quite incredible country. It would be very pleasant to stay in the first-class Lake Victoria Hotel at Entebbe, set amid tropical scenery and overlooking the blue waters of the lake. At nearby Kampala, the capital of Uganda, there is an 18-hole golf course, one of the finest in Africa. The Jinja course, to the east, has a rule which permits a player whose ball lands in a hippopotamus's footprint to lift it out without a penalty ! The Crested Crane Hotel at Jinja can be recommended, but be warned against taking an after-dinner stroll on the golf course, for you may well have to run for your life to escape from a frightened hippo—one of my own unusual experiences.

Fort Portal is another suggestion for a stay. This town lies at the base of Ruwenzori, the fabled Mountains of the Moon. Like most high mountains, these snow-capped peaks, rising to over 16,000 ft., reveal themselves only on fleeting occasions, but you may be lucky enough to catch a glimpse of the glaciers. While at Fort Portal you can visit Bundibugyo, home of the pygmies, which is 50 miles away towards the Congo border. For this trip cars can be hired in Fort Portal.

Another delectable spot in the rolling foothills of the Ruwenzori is Kasese, with a particularly pleasant hotel, scenically situated. It, too, has a good golf course (no green fees), while it is a good base for exploring the Mountains of the Moon. Here is a landscape seemingly from another planet with perpetual glaciers draped eerily in mist, forbidding lakes as black as pitch, and back-garden flowers that grow as high as a house.

The roads in Uganda are excellent, sometimes passing through soaring forests, with flowering trees in the most exquisite shades of scarlet and yellow, purple and blue . . . sturdy mahoganies soaring up to 170 ft., their branches festooned with orchids and ferns . . . groundsels five times taller than a man and obelisk-like giant lobelia. All of these magnificent works of nature are present in Uganda.

Nor must I omit to mention the friendly people, comprising 30 or more distinct tribes, whose diversity of language is reflected in their differing customs and social organisations. You see these people at work and play, smiling, happy and in good health. From childhood into old age, music plays a big part in the lives of the people. It is, indeed, the strongest expression of community feeling. Their dances are often intricate and the complexity of the drum rhythms is reflected in the twitching of the muscles. Also to be noted is their strange and vivid art, for the people have a particular flair for colour and pattern.

Uganda's Murchison Falls, which plunge down a 300-ft. escarpment

Buildings and installations in a typical port on Lake Victoria

The Margherita Hotel, lying high in the Ruwenzori mountains

Further information:

Uganda Information, Uganda House, Trafalgar Square, London, W.C.2.

Rankin, Kuhn, 19, Queen Street, W.1. (safaris).

Horizon Holidays, 17, Hanover Street, W.1. (for tours).

AN AIR-FERRY SERVICE TO IRELAND

One of the finest motoring countries in Europe, Ireland, is now more accessible with your own car with the new vehicle air-ferry service to be inaugurated by Aer Lingus in May. The newly developed "Carvair" aircraft, a conversion from the D.C.4, which is used on the Southend-Switzerland service, will offer more accommodation than the Bristol Freighter, the more familiar car-ferry plane across the Channel.

There will be three services, the first between Liverpool and Dublin, with a flight time of 55 minutes, and the second and third from Bristol, one to Dublin, and one to Cork, with flight times of 85 minutes and 95 minutes respectively. If you are prepared to travel in the middle of the week or out of high season, there are special reduced excursion fares for both cars and passengers.

The normal fare from Liverpool to Dublin for cars up to 11 ft. in overall length will be £10 single, increasing in stages according to length until the fare for a 16-ft. car, single, is £26. Excursion fares start at £1 less and £3 less for the maximum length of 16 ft., which, of course, may be exceeded by paying £3 for every additional foot for excursion fares, and for normal fares £4 for every additional foot. Cyclists and moped owners will only have to pay 5s. or 7s. 6d. single. Trailers can be carried, but the overall length of a trailer, including towing arm, has to be added to the length of the whole vehicle, and the whole charged as one.

The fares from Bristol to Dublin and from Bristol to Cork are slightly greater, for example the minimum fare is increased by £1 excursion fare and £1 10s. normal fare to Dublin, and by £1 10s. excursion and £2 10s. normal fares to Cork. Passenger fares, return, from Liverpool to Dublin are £7 2s. excursion, but the normal return fare is always £9 12s. From Bristol to Dublin the ordinary return fare for passengers is £13 16s., and there is a range of excursion fares starting from £10 5s. return. The normal return fare from Bristol to Cork for passengers is £14 9s. with excursion returns ranging from £12 1s. Single journeys, of course, can be booked.

There will be a daily service from Liverpool to Dublin, except on Saturdays, from May 8 to May 31, and from October 1 to 6, leaving at 7.15 p.m. On Saturdays the service will leave at 2.40 p.m. Between June 1 and September 30 there will be a daily service at 11.30 a.m. and another at 7.15 p.m. Similar services will be provided in the return direction.

Between Bristol and Dublin there will be three services a week, on Saturdays, Sundays and Tuesdays, between May 11 and May 30 and two services only between October 1 and 6, on Sundays and Tuesdays. Between May 31 and September 30 there will be departures each day with the exception of Thursday, and departures on Saturdays at 10.15 a.m. On other days departures will be at 3.30 p.m. Again, similar services are provided in the reverse direction.

From Bristol to Cork there will be two services a week, on Sundays and Tuesdays, between May 12 and May 30 and October 1 and 6, leaving at 10.15 a.m. From May 31 to September 30 the services will be extended to four departures a week, leaving at the same time, but on Wednesdays and Fridays as well. Return arrangements are similar, and on the same days.

It would seem, therefore, that 4,000 cars with passengers can be carried throughout the season, but since this service is likely to be extremely popular, early booking will no doubt be very necessary. Although the "Carvair" carries five cars and 22 passengers there is a limit on the present availability of aircraft which will not allow the service to be extended at will.

W.D.C.C.

Vessels from the *Hellcat* racing catamaran to sailing dinghies moored in the Beach Lagoon at the International Boat Show at Earls Court, London

The Deep Lagoon at the Boat Show. Central feature of this year's show is a full-scale replica of a South Pacific island village

LAGOON AND OPEN SEA

Remaining open until January 12, the 9th International Boat Show at Earls Court has provided a haven from the London winter. Over 500 exhibitors made the show the largest so far staged. With its central feature of a South Seas island and its range of yachts, dinghies, cruisers and power-boats, the exhibition has allowed unlimited scope for day-dreaming of finer weather for the boating enthusiast.

At the end of last year on the other side of the world, 42 yachts took part in the annual Sydney to Hobart race, which, according to the Secretary of the Sydney Cruising Yacht Club, was the best ever. First across the finishing line was the first-ever American entrant in the race, *Ondine*. She broke the record by 14 hours and 44 minutes. However, it was announced the provisional winner of the race on handicap was *Solo*, with *Ondine* second.

achts taking part in the annual 630-mile Sydney to Hobart race get away to a good start in Sydney Harbour. There were 42 yachts in the race

The U.S. entry *Ondine* heels over as she passes through Sydney Heads

Another entrant, *Goodewind*, owned by Dr. K. Laws of the R.O.R.C. Club, England

BOOKS

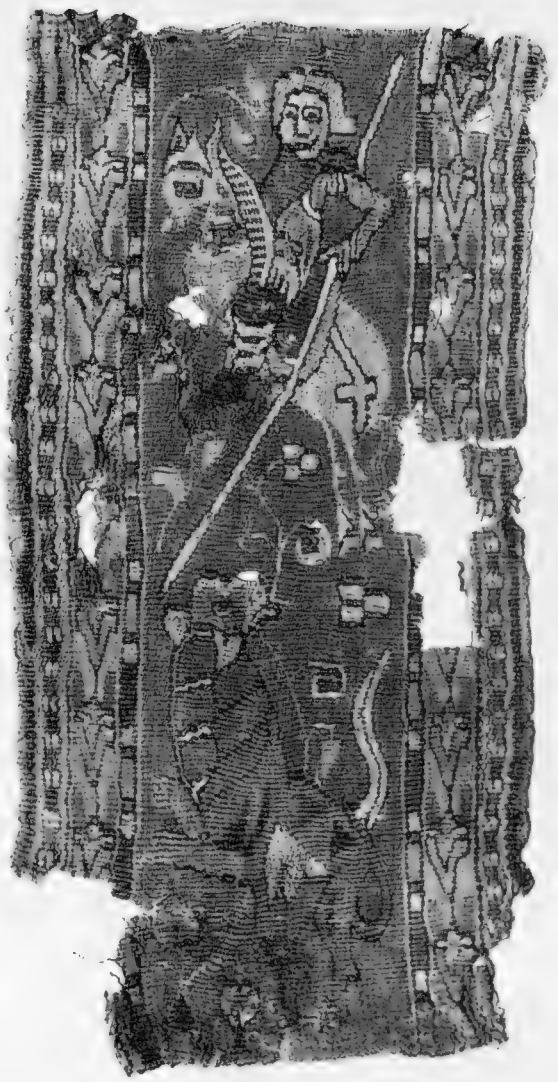
MARRIED TO BYRON

The unhappy story of Annabella Milbanke; Nureyev's autobiography; other non-fiction; this week's novels

It may not be in the least bit topical, it may not be relevant to any political or literary trend, it may not even be outstandingly well written, but when a book about Byron appears it inevitably becomes a focus of interest. And this happens over and over again, with increasing fascination to the reader as some of the Lovelace Papers have become available to one or two biographers. The latest book is Mr. Malcolm Elwin's study of LORD BYRON'S WIFE (Macdonald. 45s.). Mr. Elwin explains that he has been appointed by the 4th Earl of Lytton, the present holder of the papers, as literary adviser and " to write or edit books based on the material of the collection." This, in literary terms, is something of a snip, I should say, and certainly the author has made full and meticulous use of the enormous advantage in compiling this story of the disastrous year of Byron's marriage to Annabella Milbanke.

This was a period when people communicated with almost feverish diligence, writing two or even three letters to the same person during a day. Miss Milbanke, " princess of parallelograms " as Byron once called her, not only was no exception; her correspondence, even in a year, grew to positively fantastic proportions. Byron's courtship, if that is not too ironic a word, was itself conducted mainly by letters, and these Annabella answered voluminously, each letter of considerable length and implacable seriousness. When she left his London house the flood of letters to him, to his half-sister Augusta, to her parents and to her many advisers grew still greater and to the fact that so many of these missives have been preserved we owe the extraordinarily full documentation of an absorbing book.

It may be that neither Byron nor Annabella were ideally marriageable types. Certainly there is no doubt that to marry each other was, from the very first, calamitous. But when the final separation came and the forces of her supporters turned their big guns on him, Byron's letters remained dignified, reasoned and comparatively brief. He left England immediately after signing the deed of separation and never returned. His friend Hobhouse who went with him to Dover described his leaving in words that are unforgettably simple and poignant: " The dear fellow pulled off his cap and waved it to me. I gazed until I could not distinguish him any longer. God bless him for a gallant spirit and a kind one."



A fragment of Coptic woollen tapestry, from the seventh-eighth centuries, showing a hunting scene and probably part of the trimming of a linen tunic. It comes from a collection of rare fragments of Coptic woollen tapestry weaving acquired by the National Gallery in Melbourne

One of the minor and pleasurable sensations of last year was the dramatic arrival in this country of the dancer Nureyev, who left the Kirov Ballet Company to work in the West and has been appearing at Covent Garden with Dame Margot Fonteyn. Beyond question he is one of the two or three greatest dancers in the world and, at the age of 24, his autobiography makes absorbing reading, though we are told that he is as dissatisfied with it as he often is with his dancing, and regards his story as supremely unimportant. As Mr. Alexander Bland points out in his introduction, Nureyev is both puzzled and irritated that anybody should be interested in anything except his dancing. " He is right, of course," says Mr. Bland. " It is his dancing which counts. But we should not be human if we did not want to know how this strange phenomenon came to be what he is." The answer to this lies, at least in part, in NUREYEV (Hodder and Stoughton. 35s.), an admirably produced volume with a 48-page section of photographs, many of them amazingly expressive.

Mr. Ernest Gordon was also 24 when, as a captain in a Highland regiment, he was captured by the Japanese and became one of the ragged, intolerably mistreated band of British prisoners who were set to build the bridge on the River Kwai. His story of the suffering and degradations that he and his comrades suffered makes sad reading, but the sadness is, as one might have expected, shot through with gleams of faith and humour as the spirit of the men begins to show itself. MIRACLE ON THE RIVER KWAI (Collins. 21s.) is a moving

HOMAGE TO A MASTER

Somerset Maugham in paperbacks

William Somerset Maugham was born 88 years ago. Before the turn of the century he was walking the wards of St. Thomas' Hospital, Lambeth, but the budding doctor became the budding novelist and with the publication of *Liza of Lambeth* in 1897, medicine was finally forsaken for writing. Maugham's sense of character was acute, his wit brilliant and his narrative ability beyond compare. His fame as novelist, short-story writer and playwright has accompanied him across two generations; among his contemporaries only Winston Churchill and Augustus John, each in their own fields, were to know such continuing fame. Now Somerset Maugham can be sure of an even wider audience for his work than hitherto.

He has been launched into the vast circulation world of the paperbacks. Three of his books are already available in Penguins (*Cakes and Ale*, *The Moon and Sixpence*, and *The Painted Veil*). This week eight more titles are added to the list, and they certainly provide a remarkable cross-section of one man's work, both in point of time in respect of the 60 years of Maugham's productivity, and topographically, for he bestrode so much of the world between the elegant drawing rooms of London and the lonely outposts of South-East Asia and the Pacific.

Pride of place in this new list goes perhaps to that semi-autobiographical novel OF HUMAN BONDAGE (Penguin Books. 6s.). This story, in which fact and fiction seem to be inextricably mixed, runs to over 600 pages. Published for the first time in 1915, it might well have been lost and forgotten in the turmoil of the First World War; but fortunately the novel attracted the attention of a number of distinguished writers in the United States and gradually it was brought to the notice of the public. THE COLLECTED SHORT STORIES appear in four volumes. Volume I (5s.) has 30 stories set in the Pacific (including *Rain*), France, Spain and England. Volume II (5s.) has 24 more stories, including *Vessel of Wrath*. Volume III (3s. 6d.) contains the famous Ashenden stories of a war-time secret agent. Volume IV (5s.) is centred largely on Malaya and South East Asia, with tales of planter life, which when they first saw the light of day certainly got planter society well and truly mad.

THE NARROW CORNER (3s. 6d.) is a novel of the East Indian Islands, while THE RAZOR'S EDGE (3s. 6d.) is a later work sophisticated in theme and with a touch of the esoteric. This was the last great novel. THE SUMMING UP (3s. 6d.) is Maugham's impartial judgment on Maugham, with his considered comment on life and his own life's work. Finally SELECTED PLAYS (5s.) rounds off this veritable feast of Maugham. *The Sacred Flame*, *The Circle*, and *Our Betters* are among the five plays included.

Arnold Hauser's THE SOCIAL HISTORY OF ART (issued by Routledge in four volumes at 10s. each) is another important addition to the growing library of paperbacks. Volume I takes us from Prehistoric Times to the Middle Ages, Volume 2 deals with the Renaissance and the Baroque, Volume 3 with Rococo, Classicism and Romanticism, and Volume 4 with Naturalism, Impressionism and The Film Age. Dr. Hauser's work is a monument of research, and is a bold attempt to relate art to the social reality of the ages. Wherever one may turn these pages the weight of the argument is there, the breadth and depths of the author's knowledge is revealed in the fullness and power of his style.

INTRODUCING SCIENCE (Penguin Books. 5s.) is by Alan Isaacs, who takes as his theme that since we live in a scientific age we might as well take the trouble to find out something about it. His is a most lucid narrative, bringing us right to the boundaries of knowledge, dealing in particular with the creation of life and the ultimate nature of matter. Two Dutch professors, R. J. Forbes and E. J. Dijksterhuis, have co-operated in writing A HISTORY OF SCIENCE AND TECHNOLOGY (Penguin Books, two volumes at 4s. 6d. each). Here is the tale of man's first diffident steps from cave and forest to the experiments of today which place him on the threshold of other worlds. Again clarity is the keynote.

The main landmarks in the rise of the great civilisations of the world have been sketched with brilliance both by Wells and Toynbee. John Bowle follows in their footsteps with A NEW OUTLINE OF WORLD HISTORY (George Allen and Unwin. 50s.), and again the threads are drawn together unerringly. Mr. Bowle shows how relevant to the present day is the knowledge of past achievement. We need this world grasp more than ever, he asserts, at a time when communications increasingly annihilate distance and television presents a panorama of the world. He has written a work of high purpose, vigorous and comprehensive in presentation, and of a lively pace.

Richard Edmonds

expression of that faith by a man whose experiences were the direct cause of his taking holy orders.

ACROSS THE CONGO (Witherby. 18s.) is the reconstruction of an epic journey made in 1923 by the explorer Hermann Norden, who was the first since Stanley to cross equatorial Africa and to accomplish most of his journey on foot. Norden started from Mombasa on the Indian Ocean and finished at Banana, where the Congo river flows into the Atlantic. In any terms it was a prodigious journey and especially remarkable since Norden was in his fifties at the time and unaccompanied by any other European. Mr. Edward Liveing has made use of the explorer's own journals and writings and has made a vivid and coherent story of a considerable adventure.

A FAVOURITE OF THE GODS (Collins. 18s.) is a new, long and satisfying novel by Mrs. Sybille Bedford, of the kind one reads with unusual deliberation to postpone the moment of finishing; a quality which in this especial case is reminiscent of some of Maurice Baring's novels. The women whose tale this is are grandmother, daughter and granddaughter; the first, American with some of the staid refinements of Boston, the others inescapably the product of their half-Italian birth and, in one case, upbringing. Mrs. Bedford obviously knows her Rome and her Italian countryside as well as its people, and some of the most attractive chapters are those in which she is writing about Roman society and domesticities. When the scene moves to London the author is equally happy with her evocations of the polite world there, as it was in the first world war and in the '20's. Her book is a continuous delight and the drawing of character both subtle and warmly human. In a word—recommended.

Mr. Jim Hunter has written about the sentimental and academic education of a girl growing up in America, the daughter of an English professor and his wife who have come to the United States for a teaching appointment. As the story unfolds we see the gradual and perfectly sincere Americanisation of the child till, as a young woman with her parents divorced and married to others, England has become a distant and not altogether desirable dream. SALLY CRAY (Faber. 18s.) is a pretty, intelligent and, for a space, passionate young person who goes through a phase of quite startling promiscuity and comes out of it to return to England and a career as a schoolmistress. Readable, though not always very engaging in its theme, and consistent in the reality of its treatment.

Some novelists, Mr. Antony Trew among them, have the gift of being just a little ahead of events and, in TWO HOURS TO DARKNESS (Collins. 16s.), Mr. Trew demonstrates this happy knack by writing an adventure story about a Royal Navy submarine armed with Polaris missiles and patrolling the North Sea in the year 1964. Much of the narrative is devoted to the affairs of the captain and the ship's company: their rivalries, private problems and communal uneasiness. Over all broods the threat of nuclear war and the agony of individual responsibility. Tough, dramatic and with good technical detail.

Thriller of the week is Mr. Val Gielgud's THE GOGGLE-BOX AFFAIR (Crime Club. 12s. 6d.), which is the happy result of an undisputed expert writing about a subject he understands and, for good measure, bringing to his plot the ingenuity and humour which have always marked his work in this genre. Television, commercial or not, has, rather surprisingly, not been fully exploited as a theme in detective stories and when it is done as knowledgeably and with as much vivacity as in this case, the writer can be said to have produced a highly civilised as well as a genuinely exciting thriller.

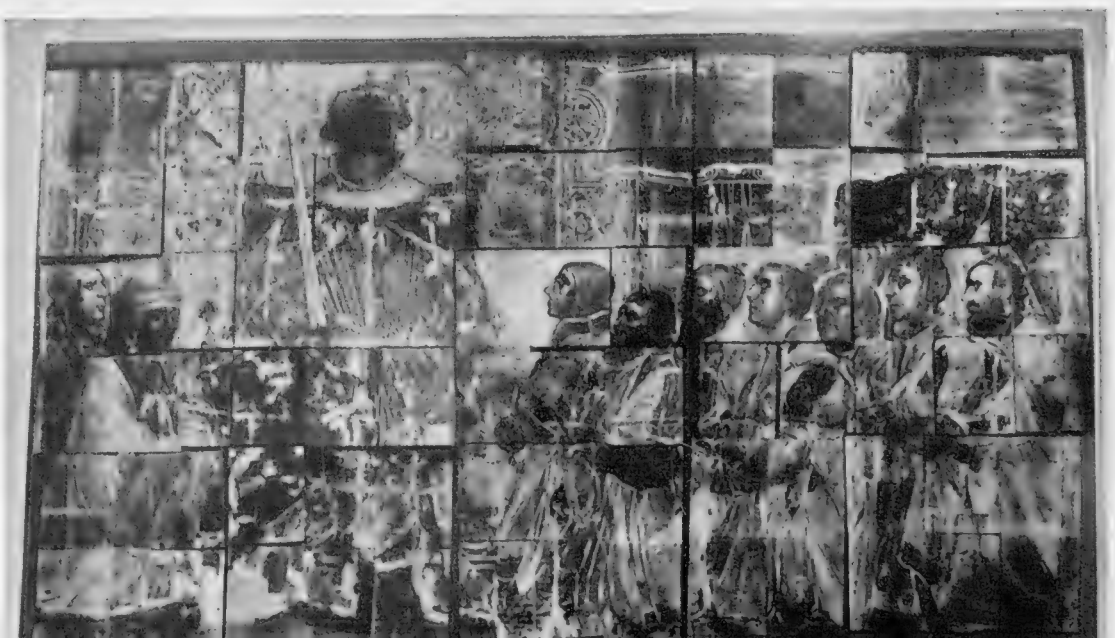
Vernon Fane

Henry VIII by Holbein—**left** is a detail of the painting called "Henry VIII and the Barber-Surgeons" which is in the possession of the Barbers' Company, and **right** is an infra-red photograph of the same detail of the head of Henry VIII

By the use of infra-red and X-ray photography, and research carried out by the National Portrait Gallery and the Courtauld Institute, the tangled history of Holbein's famous painting of "Henry VIII and the Barber-Surgeons" has been recently revealed. The painting was commissioned from Holbein not long before he died in 1543 to celebrate the combining of the callings of barbers and surgeons. Holbein made drawings of the king and other figures. The outlines of the drawings were pricked through on to the prepared panel, and then the dots joined up to give the outlines on which the painting was done. This painting, belonging to the Barbers, was damaged in the Great Fire of London and extensively repainted. The Royal College of Surgeons also possess a version of the picture, originally feared to be a later copy. X-ray photographs have revealed underneath Holbein's original drawings. It now appears that this painting, which has a later, more sophisticated background instead of the original floral background, also came from Holbein's studio. Both paintings and the X-ray evidence are on show at the National Portrait Gallery from January 11 to March 10.

MAJOR ART FIND

The Holbein "Henry VIII and the Barber-Surgeons," in possession of the Royal College of Surgeons. **Below:** The X-ray photographs, by Professor B. Cohen, showing the details of Holbein's original cartoons, underneath this painting



LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

W. L. Mather

Mr. W. L. Mather became chairman of the engineering firm of Mather and Platt Ltd. in 1960 on the retirement of his father, Mr. L. E. Mather, C.B.E. Appointed to the Board of Directors in 1947, Mr. W. L. Mather managed first the Food Machinery Department and later the Textile Machinery Department before taking up his present post. He travels widely and has been to Russia a number of times. Born in Cheshire in 1913, William Loris Mather was educated at Oundle and Trinity College, Cambridge, where he obtained his degree in Engineering and Law, and was captain of 1st Trinity Boat Club. He served his engineering apprenticeship partly with the family firm and partly in the U.S. and France. During the Second World War Mr. Mather went to Palestine in 1939 with the Cheshire Yeomanry, seeing active service in Syria, Iraq, Iran and the Western Desert. After service in Italy, where he commanded Montgomery's Tactical H.Q., he was posted to England as an instructor at the Staff College, Camberley. In the final invasion of North West Europe he was a Squadron Leader in the 1st Royal Tank Regiment. He was twice wounded and awarded the M.C. By the end of the war he had become a Lieut.-Colonel and continued to serve as a Territorial Officer commanding the Cheshire Yeomanry. He was awarded an O.B.E. in 1957 and in 1961 he was appointed an A.D.C. to the Queen. Mr. Mather is a member of the Institution of Mechanical Engineers and the 5th generation of the family to be in Mather and Platt. He holds a number of public appointments indicating the range of his services to education, industry and agriculture, including being chairman of the Manchester Y.M.C.A. and of the Civic Trust for the North West and a member of the Courts of Manchester College of Science and Technology and Manchester University. In 1937 Mr. Mather married Miss Eleanor George of Providence, Rhode Island, U.S. They have two sons and two daughters and live at Whirley Hall, Macclesfield, in Cheshire. Mr. Mather's recreations are field sports and swimming

QUERIES IN THE STEEL INDUSTRY

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Early this year the English Steel Corporation will be commissioning a new melting shop and rolling mills for alloy and special carbon steels at Tinsley Park in Sheffield, on 220 acres of what used to be colliery wasteland. This is an electric melting shop with two 100-ton arc furnaces, special equipment for removing gas impurities from the steel under vacuum, and mills to produce bars and billets. Building the plant has taken three years, employing about 1,500 construction workers on Sheffield's largest recent industrial development project. The prospect of bringing in a big new plant, which is always a stirring thing to do, must have encouraged Viscount Knollys, chairman of English Steel to prophesy better times for the steel industry at the beginning of the New Year. "Although there is no false optimism within the Corporation, we are confident and hopeful of our future."

Some people in the steel industry this winter might be inclined to say that one needs special steel, and special circumstances, to look forward with much confidence into 1963—though hope, perhaps, is a little more widespread. A fair number of steelmakers, at any rate, feel they have passed the bottom. But many of the companies have even bigger investment projects maturing than English Steel's £26,000,000 plant at Tinsley Park—and little early prospect of seeing them anything like busy.

In 1962, Britain produced only about 20,620,000 ingot tons of steel, which was 1,500,000 tons fewer than in 1961. Its capacity to produce steel had gone up by 1,250,000 tons between the two years; but neither in 1960 nor in 1961 was the industry producing at anything like full capacity. Last year, the industry's estimated ingot capacity averaged 27,750,000 tons of crude steel; the average utilisation of this potential was only 74 per cent. This was not because the country used so much less steel. In terms of crude steel equivalent, consumption seems to have gone down by about 800,000 tons, which is bad enough for the industry. But British merchants and consumers ran down their stocks of steel by the equivalent of nearly 1,000,000 ingot tons; and as exports too were slightly down on the year, while imports rose sharply, there was this cut of more than 6½ per cent. in steel output.

Stocks of steel in merchants' and consumers' hands are always liable to play ducks and drakes with the steel industry's forward planning of production. They amount, at present, to about 4,250,000 tons of finished steel (which would mean a sizeably larger tonnage in terms of crude steel); roughly 14-15 weeks' steel consumption for the whole of the country. Any shifts in customers' confidence that makes them temporarily run down their stocks instead of ordering fresh deliveries can quite rapidly have a powerful effect upon the short-term order load on the steel mills.

Between the end of the war and the late '50's these stocks played an even more unsettling role in steel demand. Customers were looking back on a lengthening period in which they had never been able to be confident about getting deliveries by the time they needed to use the steel. Once there were signs of any incipient tightening of shortage, consumers would place orders ahead (and sometimes in duplication on different mills) in order to build up their stocks. There were times when allocation was introduced to distribute scarce steel where it was wanted, but had the result simply of pushing all consumers into increasing their stocks.

Those days seem at length to be gone. Consumers nowadays prefer money in the bank to steel in the stockyard. They are gradually tending to reduce the "number of weeks' steel consumption" that they feel they need hold in stock. Even so, a swing from stock-building to fairly heavy drawings from stocks could make a difference of as much as a million and a half tons to steel demand, even if actual consumption of steel had not changed at all during the two years. Although during any longish inflationary period the tendency to seek over-insurance in stocks must enable the industry to sell slightly more steel, there is now a realistic hope among many firms that customers will trim their ideas of the stocks they need. Quick fluctuations in stocks, nowadays, representing a few weeks' consumption, mean too much tonnage, and too much money, for the industry to adjust production readily. If customers were content with much smaller stocks—as with a supply industry operating so much below capacity they could quite prudently be—the effects of shifts in stock levels during, say, any 12 months would tend to affect total steel demand less, and reduce uncertainty in forecasting.

Britain is by no means alone in having capacity to make more steel than it can sell, and as a result producers are cutting their prices to foreign customers all over the world. Exporting roughly as much steel as before, the British industry, for example, was paid much less for it in 1962, because of the need to cut prices by anything from £4 to £14 a ton. Such cumulative price-cutting, by firms that are anxious to keep very costly plant employed even if prices cover little more than the bare cost of labour and materials, tends to slash everyone's profits; but closing the plant down would usually be an even costlier proposition.

This kind of pressure upon steelmakers in the main exporting nations and in new producing countries alike, is the reason why British industry is simultaneously complaining about dumping of Commonwealth (Canadian and Indian) steel in Britain and being complained of by the French for allegedly dumping British steel across the Channel. If dumping is defined as selling below home trade prices, there is probably not much to choose between the practice of steelmakers in most countries. They have to cut prices to secure marginal foreign orders; they could not afford to quote similarly low prices across the whole of their home sales because doing so would leave them unable to cover even the basic capital charges of their expensive plant.

When the units of plant with which one expands steel capacity are so large, an industry must expect to be left with spare capacity from time to time, and cannot expect to have all the orders it could fill coming in as soon as new plant is run in. A period of slack such as the present is one for clearing out old and inefficient plant; even though the initial cost of this may have been paid for many times over, once the new plant is complete and available it is a false economy to go on running less efficient equipment.

Nevertheless, the present low level of steel demand, as a result of very slow growth in the British economy, is disconcerting in the extreme for an industry that has spent so much on raising its capacity to produce. This year, it will consider itself lucky if it produces as much steel as it did in 1961; but if it does it will do so from a capacity of more than 30,000,000 tons, against 26,500,000 two years ago, so that its rate of working will be considerably down. Apart from the short-run fluctuations of the economy, some steelmakers are uneasy about an underlying decline in steel sales, as a result of competition from newer constructional and fabricating materials.

This brings one back to the somewhat happier circumstances of special steels. Not only alloy steels, but ordinary carbon steels made to exacting specifications or guaranteed to specially high standards of performance are standing up better to ill trade winds than the ordinary steel products. If British steel is to withstand the competition not only of these newcomers but of Continental makers gaining freer access to our own market, there will need to be more attention to high-performance, high-quality—and incidentally high-priced—varieties of the great grey metal that most of civilisation still depends on.

Erecting one of the 60 MVA 132/11 kV transformers supplied by the English Electric Company at the Hindustan Aluminium Corporation's new plant in Uttar Pradesh, which draws power from the nearby Rihand power station. Further pictures of English Electric's contribution to India's industrial expansion are on following pages

HELPING INDIA TO DEVELOP

English Electric contributes to the Government's five-year plans

The centrepiece of the English Electric Company's wide range of activities in India is undoubtedly their factory in Madras. This was established in 1958 for the manufacture of light engineering products. Nearly 600 Indian men and women have been recruited locally, and have been trained by British engineers seconded for the purpose. They are making fusegear and a range of protective relays, including disc hinged armature Buchholz relays. Recently the factory began making control panels for the power stations and industries coming into being under the Indian Government's third five-year plan.

English Electric have been supplying equipment to India for over fifty years. With the expansion of local Indian industry the emphasis is slowly changing. The twenty-two 1,500 volt d.c. 3,600 h.p. electric locomotives, the first of which have recently come out of the Chittaranjan Works at Calcutta, are Indian-built to English Electric design and fitted with their equipment.

Another important scheme in which English Electric have played a part is the hydro-electric project at Rihand, in Uttar Pradesh, where they have supplied five 55,000-kW. water turbines and generators. These are now commissioned and are supplying power to the Ganges Plain network. English Electric have also supplied rectifiers and transformers to a project which obtains power from Rihand, the Hindustan Aluminium Corporation's new plant at Pipri, and English Electric equipment is in service in many other industries such as the finishing structural mill of the Indian Iron and Steel Company at Burnpur.

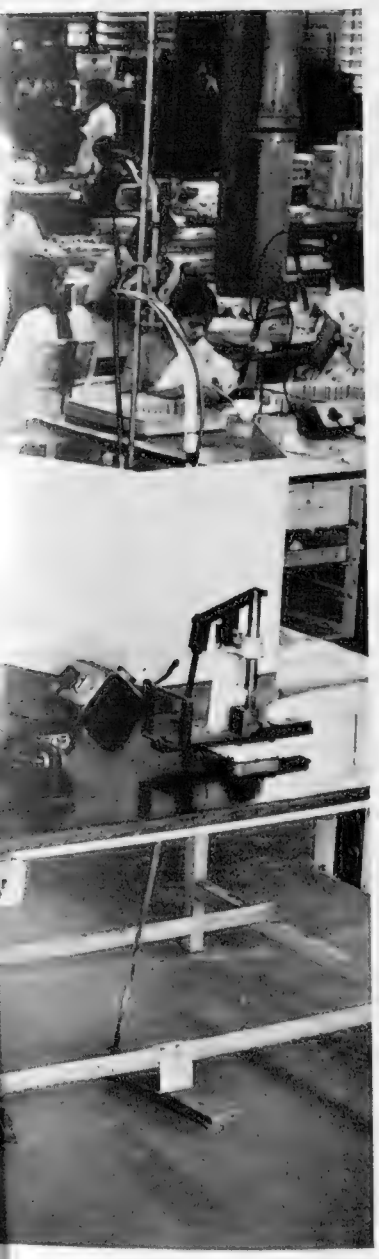
In these ways growing local manufacture is contributing substantially to the easing of India's foreign exchange problems, and increasing her self-sufficiency.

A general view of the office blocks and workshops of the English Electric Company's factory in Madras, established in 1958

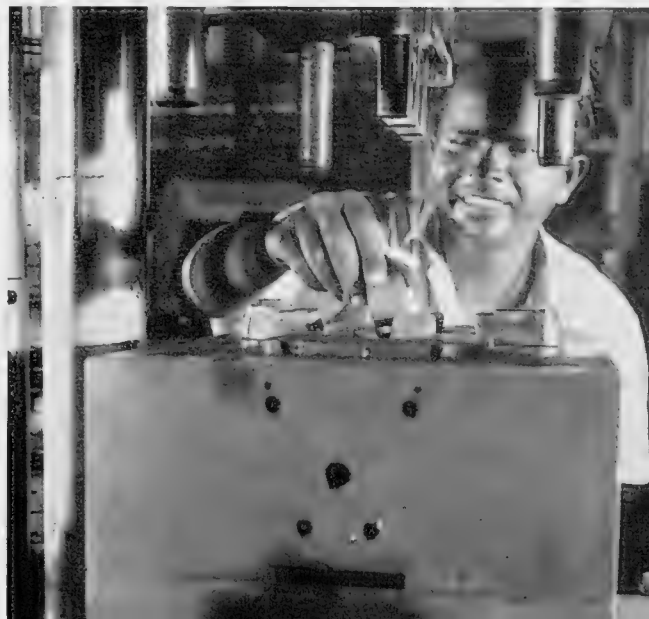
Part of the assembly flowline at the Madras factory

Some of the women at work in the fuse cartridge assembly section of the Madras works

The air-conditioned Assembly Shop where a comprehensive range of protective relays is manufactured



Stages in the manufacture of cartridge fuses. **Below:** Other operatives at work in the Madras factory



The Rihand Dam in Uttar Pradesh, where English Electric have installed turbines and generators in the power station. The dam was opened by Mr. Nehru on Monday

HELPING INDIA TO DEVELOP

(Continued)

A billet mill control desk supplied by English Electric at the 34 in. finishing structural mill of the Indian Iron and Steel Company Ltd. at Burnpur, near Asansol, West Bengal

The first electric locomotive built in India is seen at Chittaranjan Locomotive Works, Calcutta. It is one of 22 locomotives fitted with English Electric electrical equipment

INDUSTRY AND THE STOCK MARKET

RECORDS REVIVE

By "THE SPHERE" CITY CORRESPONDENT

The Chancellor of the Exchequer's decision to lower the rate of purchase tax on gramophone records from 45 per cent. to 25 per cent. ends a period of uncertainty for the relatively small group of companies which makes up the industry. Since the purchase tax rate on cars was lowered last November, records, along with radio and television sets and cosmetics, have alone suffered from the high 45 per cent. levy. Mr. Maudling's decision to make the cut now, rather than defer his announcement until the April Budget, also means that the industry avoided three months of static sales, through customers deferring buying in anticipation of a tax cut. For the record producers this cut will be all the more welcome as sales recently seem to have lost some of the buoyancy that characterised the middle 1950's. After rising partly on teenage demand, makers' sales (excluding purchase tax) declined slightly from £14,000,000 to £13,800,000 in 1958 and contracted again during 1959. Sales revived during 1960-61, but the market had become much more competitive. The former high rate of purchase tax gave an incentive to record clubs who aimed to lower the selling price to the public and so cut the purchase tax which was based on that price.

Not all record clubs have managed to survive the last few years' keen competition, and the market remains dominated by two large producers—Electric and Musical Industries and Decca. These companies can offer the range of artists and high quality of recordings which form the basis of public demand.

E.M.I., which produce H.M.V., Columbia and many other well-known record names, are the largest record manufacturer throughout the world, accounting for one out of every four discs made. Thanks to a shrewd post-war takeover bid, E.M.I. control Capitol Records, one of the leading United States producers and makers in Europe and the Commonwealth. The recent purchase of Morphy-Richards has complicated the group profit picture, as earnings suffered from the past two years' setback in Britain's refrigerator business. But Sir Joseph Lockwood now takes a more encouraging view of prospects, especially as Capitol Records is earning larger profits than in the 1961-62 financial year. With this improvement in prospect, and the possibility of larger profits from record sales in Britain, E.M.I. are expected to show materially improved results for their current financial year.

E.M.I. and Decca together account for perhaps three-quarters of all record sales in Britain, with E.M.I. holding the larger share. Decca owe their present strong position in an important degree to their speedy move into long-playing records after the war and to the leadership of their City chairman, Sir Edward Lewis. As E.M.I. have moved into electronics and domestic appliances, so Decca have broadened their business through radar and their electronic navigator side.

This last accounts for an important part of group profits: speaking at last November's annual meeting, Sir Edward told shareholders that earlier in 1962 more than 7,500 ships had been equipped or contracted to be equipped with the Decca Navigator. Decca have the rare distinction among leading companies of reporting successive profit increases for each of recent years. Since 1957 alone, net income has improved from less than £600,000 to just short of £1,500,000. Shareholders have participated in this profit growth, with their dividends rising from around an effective 17 per cent. to last year's 25 per cent.

Apart from E.M.I. and Decca, there are relatively few companies in the record industry whose shares are available to investors. Philips Electrical Industries are a wholly-owned offshoot of the large Dutch radio and electrical group, for which records are only one of a wide range of interests. Of smaller units in the industry, Musical and Plastic Industries have had problems with their Gala records division which Mr. B. Davis and his co-directors have attempted to sell. After reaching a peak of £230,000 in 1958, trading profits of the Musical and Plastic group dropped to £120,000 while shareholders' dividends have been cut drastically from $32\frac{1}{2}$ per cent. to last year's $12\frac{1}{2}$ per cent.

One of the more successful of smaller units in the record industry is Pye Records, who are believed to have gained sales during 1962 at the expense of large makers. Pye Records are not a quoted company, being controlled jointly by Associated Television and British Electronic Industries (the Pye-E. K. Cole merger group). British Electronic reported a heavy loss for their 1962 financial year, but Mr. C. O. Stanley has indicated larger profits and a dividend increase for the current year. While Pye Records represents only one of a wide range of activities for A.T.V., this investment should prove an important extra growth interest for British Electronic.

Since American investors have reduced their holding in Electric and Musical Industries, the price of the 10s. shares has fallen well below recent years' peak levels. The ordinaries can now be bought at around 40s. to offer 4 per cent. on last year's $13\frac{3}{4}$ per cent. dividend. A much smaller yield, of barely 3 per cent., comes from Decca 10s. shares. Decca's record of steady growth explains the difference in yields, but many City commentators believe that E.M.I. now have the more striking short-term growth possibilities. Except for those people to whom income is of small importance, E.M.I. shares now seem the most attractive way of investing in Britain's record industry.

GOOD LIVING

By Ganymede

It is not often that a restaurateur will tell you that this or that speciality on his menu is based on a recipe published in such and such a book. Yet this is what I found when I was talking to the patron after a most praiseworthy dinner at the charming and calm small "Bindle's Restaurant" in Milner Street, a quiet but spacious backwater in mid-Chelsea.

My companion and I had chosen specialities from a menu which looked far more interesting than the average. One was *Escalope de Veau Cauchoise*, the other *Poulet au Gratin à la Savoyarde*. With engaging frankness our host told us that both these are based on recipes from my distinguished colleague Mrs. Elizabeth David's book *French Provincial Cooking* (Michael Joseph, 42s.). I had greatly enjoyed the Escalope in its smooth creamy sauce, so on my return home I immediately turned up my much-thumbed copy of the book, and there I found what I was looking for, with the added sub-title: Escalopes of Veal with Cream, Calvados and Apple.

With her usual honesty—and this is amusing evidence of how good recipes "will travel"—Mrs. David gives full credit to the origin of the recipe: the well-known Beffroy Restaurant at Rouen. Here was the explanation of how such a typical Normandy dish found its way to Chelsea. I have no space to repeat the recipe in full here but will try to give a short resumé, to whet the appetite of readers.

For two people you need two escalopes, half a sweet apple, ¼ pint of thick cream, butter and a glass of Calvados. Cook the meat in foaming butter, add the apple cut into small cubes. Heat and light a liqueurglassful of Calvados in a small pan and pour over the meat and let it burn and sizzle. Then add the cream and let the sauce thicken, stirring well, and serve with the apple cubes and sauce over the meat.

Mrs. David adds: "Cognac, Armagnac, marc, or even whisky, which, curiously enough, is the best substitute, can be used instead of Calvados, but then, of course, it is no longer quite the dish of the Pays de Caux."

Readers will find the *Poulet au Gratin à la Savoyarde*, which was eaten by my companion on this occasion, described in the same book, as well as another *specialité de maison* at Bindle's, the equally delicious *Filet de Sole Deauvillaise*, also a dish from Normandy. But these are only some of the highlights of this clever restaurant. We also tried among the many hors d'œuvre offered, the *Paté du Chef* (I always like to try this wherever I go, it tells you a great deal about the general standard of the cooking) and a Greek speciality, Tarama. Both were excellent. To explain, the Tarama was made of smoked cod's roe, worked with seasonings and olive oil into a smooth paste of the consistency of very thick mayonnaise, and was superb.

To complete the picture, the vegetables were properly cooked, and there is a good selection of sweets and savouries. The atmosphere of the place is very pleasant and restful, the service efficient and friendly. The cost of dinner works out for food alone, and without stinting oneself, at about 25s. a head. There is a cocktail bar downstairs and a brief, but representative, wine list, where the "mark-up" is not excessive.

For a number of years Martells have not had a V.S.O.P. Cognac on sale in this country; they were selling "Medaillon" without such a designation. The policy has recently been changed, when a new brand of "Fine Champagne" Cognac, was introduced. The old Medaillon has disappeared and a higher quality bottle has taken its place, the Fine Champagne Medaillon V.S.O.P., which sells at 59s. 6d. This is a reasonable price in my opinion, for the really old cognacs, which are needed to produce such a superior blend, become rarer each year.

In this connection I was pleased to hear from friends in Cognac, another, smaller, but excellent house, Denis-Mounie and Cie, how large the quantity of wine made in Cognac in 1962 has been. When the final official figures are worked out, the total is expected to be over 5,000,000 hectolitres of wine. This is a quantity which has not been reached since 1878, when it was 6,700,000 hectolitres. The last harvest is remarkable, for the great quantity was produced from an area which is only a quarter of that under cultivation in 1878, in the days before the Phylloxera scourge.

The exceptionally large crop, which was quite unexpected, has caused some embarrassment by the shortage of casks. This, in turn, has caused an early start in distillation. My informants say that they have already seen a few samples which seem quite pleasant, but it is too early to give a sound opinion on the eventual quality of the new brandy. Reassuringly they add: "It is also too early to say what the price is going to be, but it is thought likely to be the same as last year."

So we can hope that in Cognac, as elsewhere where there has been abundant harvests, even if prices are not going to come down, at least the upward spiral will be arrested.

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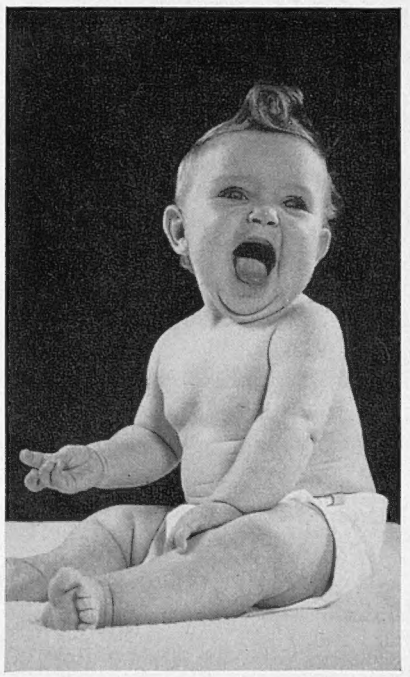

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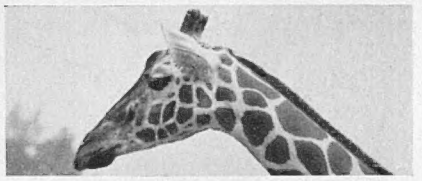

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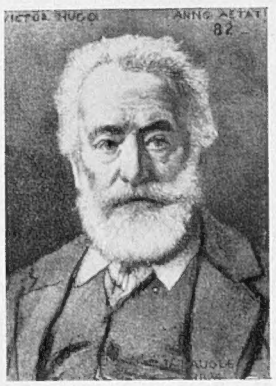

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MOTORING

IS DRIVING RELAXING?

Views on motoring enjoyment; and other topics

By **COURTENAY EDWARDS**

A medical man attached to the World Health Organisation has just declared that motoring is relaxing. It depends, of course, on what you mean by motoring. I enjoy driving from my Surrey home to my office in Trafalgar Square, but I do not find the cut and thrust of city traffic particularly relaxing; especially when I get caught in a traffic jam on Banstead Heath, at Morden or at Vauxhall Bridge.

I find it relaxing when I potter along the country roads of Sussex or Somerset or —in winter—between the high hedgerows of Devonshire; or when I am going at a fair pace in a powerful car across Salisbury Plain or even up M1. There are even moments on a tough international rally when the motoring is relaxing.

It was Dr. Eduardo Krapf, head of the W.H.O. mental health unit, who said he finds motoring relaxing. "Sometimes in the evening after work I drive a few kilometres out of Geneva before going home," he said in the W.H.O. magazine. "I gain what others try to achieve by going to a bar."

I am never particularly relaxed when driving in Switzerland. I do not think they drive very well or very unselfishly in that country. It's the same in Belgium. According to the latest Epidemiological and Vital Statistics Report published by Dr. Krapf's own world organisation, Switzerland ranks sixth among 45 countries listed in a table setting out their motor vehicle accident death rates per 100,000 population. Belgium, incidentally, comes tenth.

South Africa tops the list with the highest death rate, and I am intrigued by a footnote which states: "The rate for South Africa refers to the white population." Statistical *apartheid* of this kind would seem to make a nonsense of all such charts. Anyway, I would like to record that according to this list South Africa is followed in her dubious distinction by Austria, West Germany, Australia, Luxembourg and Switzerland in that order. England and Wales occupy 17th place.

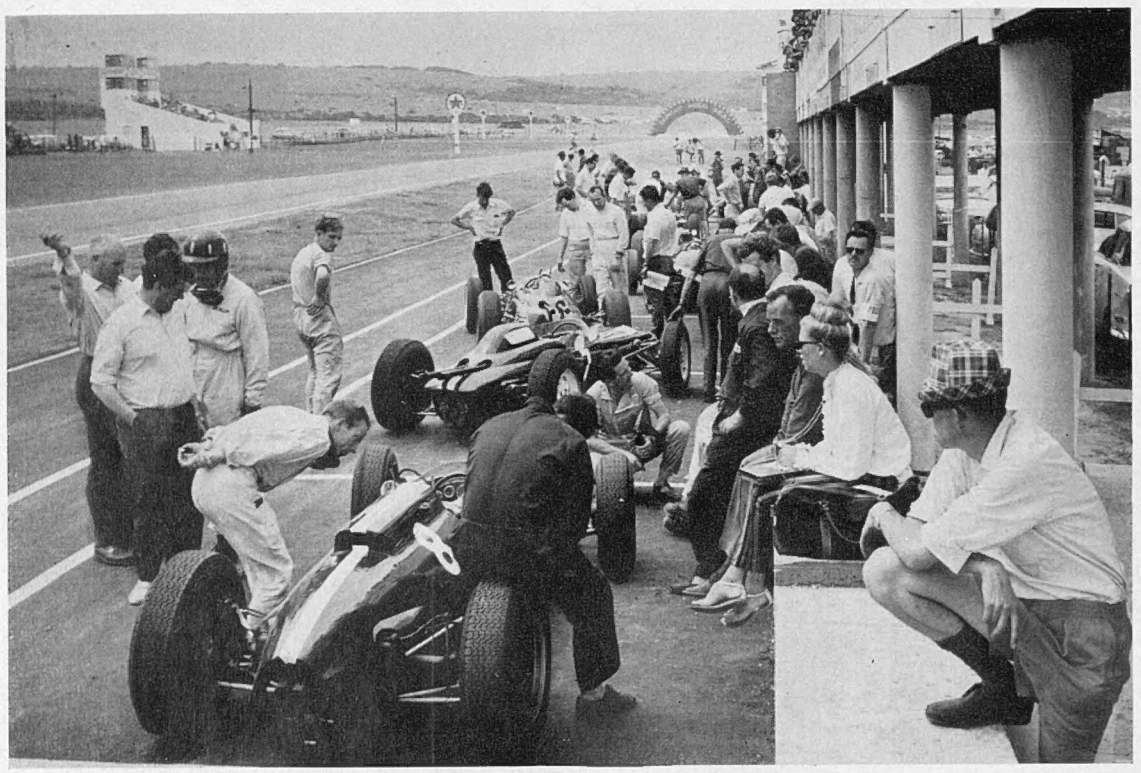
In a footnote when reproducing this table in their own statistical review, Britain's Royal Society for the Prevention of Accidents states: "These rates indicate the relative personal risk of being killed in a road accident, but may not be regarded as providing a measure of safety standards from country to country." I suppose this means that to make a fair comparison you must also take into account a country's vehicle population and the mileage of its road network. No doubt it is for this reason that Ceylon, Poland and the Dominican Republic occupy the most creditable positions in the W.H.O. table from which I have been quoting.

Britain's Decca organisation has developed a new electronic system of measuring traffic which was recently demonstrated in London to senior police officers and representatives of local authorities. It could put Britain in the lead in efficiency of traffic control. The new Decca instruments are called trafficometers. Installed unobtrusively at the roadside, they measure traffic flow (vehicles per hour), traffic density (vehicles per mile) and traffic speed (miles per hour). They take the place of census men armed with note-books.

Having seen these trafficometers demonstrated it seems to me that even in their present stage of development they are of great potential value to local councils in making traffic surveys with a view to eliminating bottlenecks and improving the traffic flow. They can be hired for £20 a week for each measuring point and Mr. Eric Parker, the Decca research engineer primarily responsible for their evolution (in conjunction with the Road Research Laboratory), assures me that towns with a population of around 50,000 would normally not need more than ten of them. That makes a total weekly rental cost of £200 a week.

An installation of ten of these trafficometers would be sufficient to operate what Decca calls a Colormatic display in addition to supplying data which can be recorded on magnetic tape for future reference and analysis. The Colormatic display takes the form of a map on which a flashing green light shows the rate at which vehicles are currently passing each trafficometer. If the traffic flow falls below five m.p.h. a red light starts flashing, and if a traffic jam develops the red light glows continuously.

These animated maps can give the police early warning of developing traffic congestion. Decca engineers are confident that in a few years' time the system will be developed to a stage at which the information will be fed into electronic computers capable of working out automatically the quickest routes across a traffic-ridden city. At every important road junction there will be signs on which arrows (moved automatically by the computers when they have done their electronic sums) will indicate the best way to go. It will not always be the shortest route but it will be the quickest.



The pits during practice for the South African Grand Prix, at East London. In the group on the left, wearing a helmet, is Graham Hill, winner of the race and of the drivers' championship in a B.R.M.

A week from now the Monte Carlo rally gets under way. If the Christmas weather lasts that long it should be a very sporting event, bringing consternation to the insurance companies and lucrative business to the firms irreverently called panel-bashers. The entry list is again dominated by Britain, with 137 entries (out of a total of 341) in which 19 different *marques* are represented.

The individual make most strongly represented is the Volvo, one of only two *marques* built in Sweden. There will be 32 of these robust family saloons, and 19 of them are down to start from Sweden. There will be 24 British Fords, 22 British Sunbeam Rapiers, 22 French Citroens, 21 French Renaults, 16 German Mercedes-Benz and 15 Italian Alfa Romeos. The U.S. is officially represented by a team of three of the new Ford Falcons, there will be nine Skodas from Czechoslovakia and Japan is represented for the first time with a lone Datsun.

The rally starts next Saturday from eight different places, the most popular jumping-off point being Paris (91 starters), followed by Stockholm (84), Glasgow (65) and Monte Carlo (41). From Chambéry, in the French Alps, the rally cars must follow a common route of some 400 miles, divided into six special stages. The battered cavalcade is due at Monaco on Tuesday. Then, after a day's rest, there will be a three-lap classification test over the Grand Prix circuit.

And so the 1963 European rally championship will be under way. I would like to think it will be easier to follow than the 1962 event, when Eugene Bohringer of Germany, who won the crown in a Mercedes-Benz, was deprived of his full share of glory by a complicated points system which made it extremely difficult to follow, from one rally to the next, the fortunes of the leading drivers.

This problem has been intelligently discussed in *The Motor*, by that magazine's sports editor, Philip Turner, who asks: "What earthly use is a championship whose progress only an electronic computer can follow? The score of a competitor in any rally in the 1962 championship was the sum of his points gained for being in the first six in the general classification multiplied by a coefficient which varied according to the number of starters in the rally; plus the points he gained for being in the first six in his class, again multiplied by a coefficient varying according to the number of starters in that class." Phew!

Turner thinks—and I agree—that we need a simple scoring system under which the man—or woman—who wins most rallies wins the championship. Turner anticipates a possible objection that such a system would favour the more powerful cars. But he points out that of the 11 1962 championship rallies six were won by cars of under 1,600 c.c.

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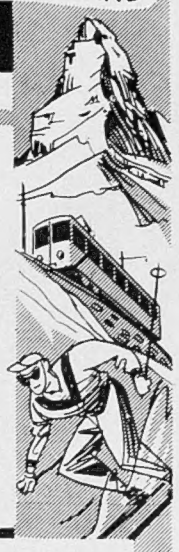
VALAIS SWITZERLAND

The Swiss ski paradise



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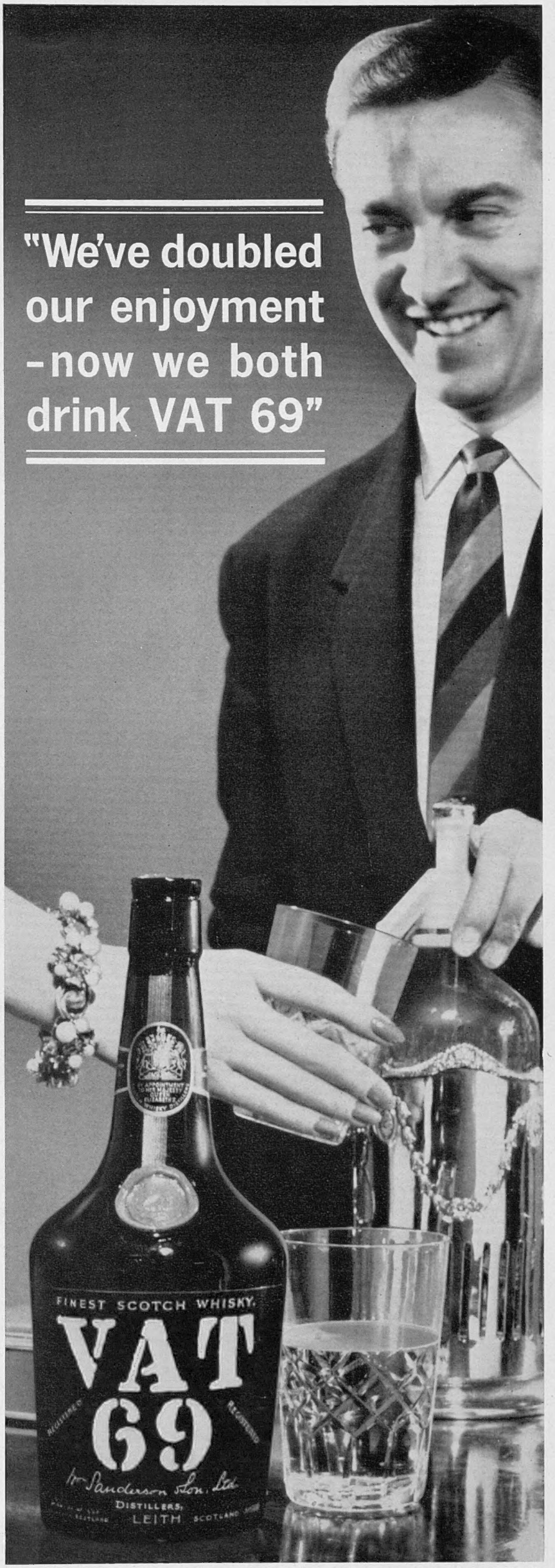

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